PACIFIC FISHERMAN

NOVEMBER
1951

A Miller Freeman Publication
THIRTY-FIVE CENTS

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PACIFIC OCEANIC FISHERY
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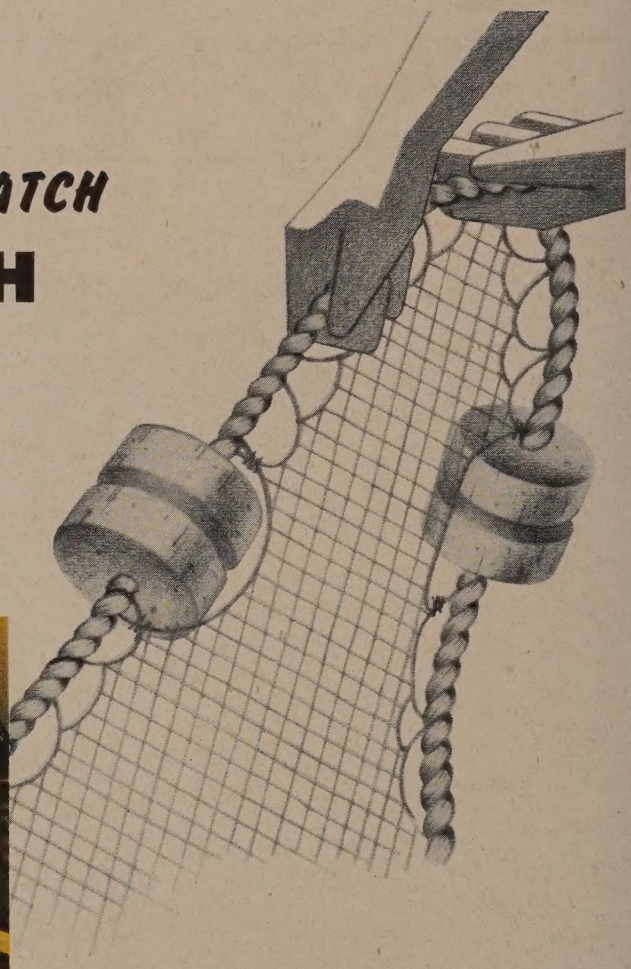
SOME ROPES CATCH
MORE FISH

TUBBS
EXTRA SUPERIOR MANILA
CORDAGE COMPANY



Minutes and seconds count when the fish are running, so the fisherman whose boat, nets, and rope are reliable is surest to bring back a catch. (Many a haul has been lost by the delay of an ill-timed breakdown.)

Because you want dependability in the rope you buy, ask for Tubbs Extra Superior Manila. Among fishermen it's a name with an honest reputation for good service.

Tubbs Extra Superior Manila is supplied in all sizes, lays, and treatments required for commercial fishing.

TUBBS
CORDAGE COMPANY

SAN FRANCISCO
SEATTLE

PACIFIC FISHERMAN

A Miller Freeman Publication

Vol. 49 **No. 12**

NOVEMBER, 1951

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LAST MINUTE NEWS SUMMARY

House Ways and Means Body Approves Frozen Tuna Duty

House Ways and Means committee late in October voted approval of a bill to place a duty of 3¢ per lb. on imported fresh or frozen tuna. The bill would also direct the Federal Tariff Commission to investigate imports of all tuna and to report, with recommendations to Congress, by Jan., 1953.

Alaska Salmon Pack, Final—

Preliminary data for production of the 114 salmon canneries operating in Alaska in 1951 through the end of the legal season give the following species totals *in full cases of 48 one-pound cans:* Reds, 799,761; Kings, 87,270; Cohoes, 344,450; Pinks, 1,533,556; Chums, 708,555; TOTAL, 3,473,592.

Canned Forces Buy Salmon

Late in October the Quartermaster Corps was accepting bids for canned salmon for the Armed forces in the amount of about 343,000 cases, of which about 84,000 cases were Reds, 12,000 cases Kings, 157,000 cases Cohoes and 90,000 cases Pinks. This action leaves the primary market virtually bare of tall Reds and Cohoes.

Prices were about as follows: Reds, $29.28 to $30.48; Kings, $24 to $25; Cohoes, $22.64 to $24.60; Pinks, $19.16 to $19.72.

Gordon Named Calif. Director

Seth Gordon, a professional fish and game administrator, late in October was named director of the California Fish and Game Department under the 1951 California reorganization of this department, which gives the Fish and Game Department equal "cabinet rank" with its former parent Department of Natural Resources.

THE COVER PICTURE

Opening day of the 1951-52 sardine season in Southern California was the occasion of our dynamic cover picture, taken by Lee Beveridge of the Van Camp Sea Food Co. as the seiner *Genevieve H. II* brailed her fare at the Van Camp cannery, Terminal Island. Capt. Roy Hugev, the seiner's master, is at the extreme right.

DRAGONFLY NETS

INSPECTIONS THROUGHOUT THE MANUFACTURE AT R.J.EDERER CO. ASSURE **PERFECT** NETTING. R.J.EDERER NETS ARE BUILT BY SKILLED WORKERS AND AMAZING MACHINES... THE RESULT IS THE MOST UNIFORM, STRONG, AND DEPENDABLE NET YOU CAN USE!

WHEN THE SCHOOLS RUN. THE LAKE OF **PÁTZCURA** IN MEXICO IS DOTTED WITH DUGOUT CANOES AND THEIR OVAL SHAPED NETS.

BENT POLES FORM THE OUTER RIM OF THE NET, WHICH IS RAISED AND LOWERED BY A LONG CENTER POLE.

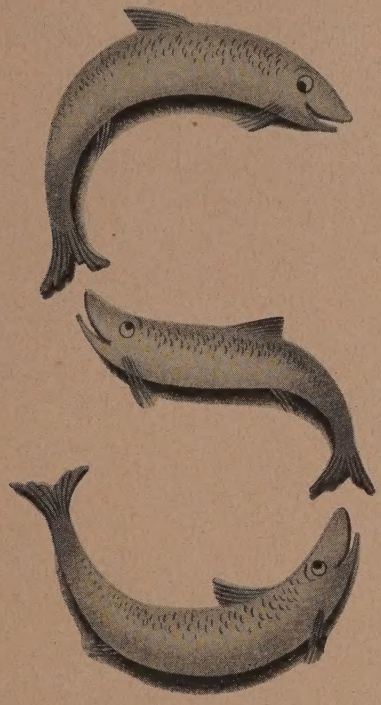
TRADE E R MARK

R. J. EDERER COMPANY

HOME OFFICE: 540 ORLEANS STREET, CHICAGO

PACIFIC COAST DISTRIBUTORS: C. J. HENDRY COMPANY. SUNDE & D'EVERS COMPANY THE BEEBE COMPANY

OCEANS OF SERVICE



-the reason why so many western fish canners like to do business with us

FOR SARDINES or any other kind of fish, nothing beats a Continental can. They're always clean, bright and tight.

But the main reason why people like to do business with us is the service that goes with our cans. Because we make sardine cans in the West, our experts are always right on hand. This year they'll travel more than a million miles by train, plane and car to bring our customers the benefit of their experience.

CONTINENTAL CAN COMPANY

1120 WILSHIRE BLVD., LOS ANGELES 17, CALIF.

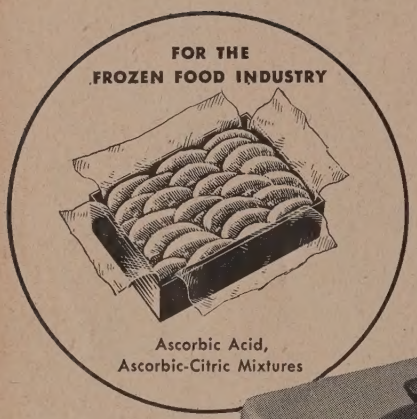
RUSS BUILDING, SAN FRANCISCO 4, CALIF. • 653 SKINNER BUILDING, SEATTLE 1, WASH.

Build Your Frozen Fish Sales with Pfizer Ascorbic Acid

The growing trend toward small, consumer-size fish packages provides a huge national market for you. But to crack this lucrative market, your package must be above the average in appeal to the *eye* and to the *taste.*

Pfizer ascorbic acid will help you build your sales in these two ways:

1. ***By preserving the appetizing deep water color of fresh fish.*** Pfizer ascorbic acid prevents bleaching of color and brownish "rusting" of the fatty portions of the fish.
2. ***By retaining the true flavor of the fish.*** Pfizer ascorbic acid prevents rancid, unpleasant taste by combatting attack from atmosphere (oxidation), and deterioration.



Ascorbic Acid,
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For the Baking Industry
Enrichment Wafers

For the Feed Industry
Bi-Con Feed Supplements

Easy-to-use Pfizer ascorbic acid can be worked into your present processing procedure with only small additional cost. And by mixing it with inexpensive citric acid, an even lower concentration of ascorbic can be used.

If you would like further information, sample or prices just drop us a line today, without any obligation.

PFIZER QUALITY® **PFIZER**

ASCORBIC ACID

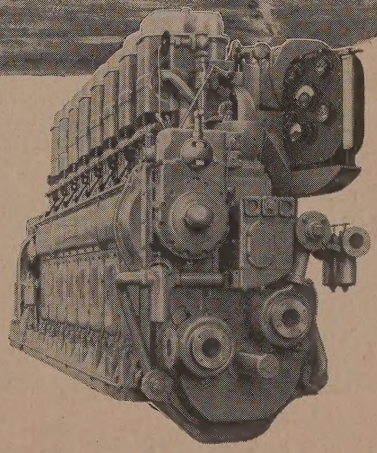
CHAS. PFIZER & CO., INC., 630 FLUSHING AVENUE, BROOKLYN 6, N. Y.; 425 N. MICHIGAN AVE., CHICAGO 11, ILL.; 605 THIRD ST., SAN FRANCISCO 7, CALIF.

37,000 hours

— Not one hour lost through engine failure!

Since 1946, rugged and dependable Enterprise Diesels have carried these two top tuna clippers through 37,000 hours on the job—logging an equivalent of more than 16 times around the world—*without a single hour lost as a result of engine breakdown*. Periodic engine servicing has required a minimum of down-time for repairs, and few replacement parts.

Enterprise Diesels are constantly turning in similar records of performance and efficiency on all types and sizes of workboats, commercial and fishing craft. For long-run economy, specify Enterprise—the choice of marine power experts. Full information on request.



Main propulsion for the "Chicken of the Sea" is an Enterprise turbocharged Model DMQ-38, rated 1500 HP at 300 RPM, with two Enterprise 200 KVA auxiliary generator sets.

The "White Star" is powered by an Enterprise turbocharged Model DMQ-36, rated 1200 HP at 300 RPM.

ENTERPRISE ENGINE & MACHINERY CO.
A Subsidiary of General Metals Corporation
18th & Florida Streets, San Francisco 10, California
Offices in Principal Cities

Enterprise MARINE Diesels

TAKE THESE 5 STEPS—

to help yourself to the ½-billion-dollar fish market

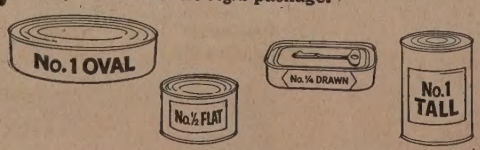
1. Lay out your plant for maximum efficiency with the suggestions of Canco experts. You'll find them ready with expert suggestions to help you solve your layout and planning problems.

2. Let Canco Home Economists test your product in the Canco Testing Kitchen. Perhaps they can help you with ideas on how to give it more consumer appeal.

3. Take advantage of Canco's offer to help you with the technicalities of processing. Canco experts will be glad to advise you as to the types of cans, linings, and closures best suited to your products.

4. Get a best-selling package—a light, strong, Canco container with plenty of shelf appeal. Ask the advice of our packaging experts.

5. Which can? Whatever your need, wherever your need, Canco has the *right* package.



AMERICAN CAN CO.

CANCO

NEW YORK
CHICAGO
SAN FRANCISCO
HAMILTON, CANADA

"TYDOL HD keeps our 45-truck fleet free from sludge and carbon"

Says Washington Dairy Manager

E. M. SORENSEN

"Our 45 big gasoline-powered dairy trucks cover about 125,000 miles per month—much of it stop-and-go driving. Lubricating such a fleet is a large order for any oil," says E. M. Sorensen, manager, Lewis-Pacific Dairymen's Assn., Chehalis, Washington. "Since changing to Tydol HD a year ago, we've carefully checked results.

"Our engines are now cleaner than ever before...and they're *staying* clean. We've found no sludge or carbon formation; had no valve trouble. And last winter, Tydol HD made starting much easier...lightened battery loads considerably."

LET TYDOL HD SAFEGUARD Your Equipment!

Especially during the cold months ahead, engines need an oil that makes starting quick and easy. An oil that gets rid of power-robbing sludge and carbon. An oil that counteracts corrosion and pitting of bearings.

Heavy duty, high detergency Tydol HD Motor Oil gives you all three. Its high V. I. assures easy starting in coldest weather. Its effective detergent action drives out sludge and carbon. And special ingredients in Tydol HD prevent corrosive acid action. No other oil keeps engines so clean...so free from wear.

Try it. See what you gain when you safeguard your engines with Tydol HD...the oil that ***cleans*** as it ***protects*** as it ***lubricates***.

3 GREAT HEAVY DUTY TYDOLS

100% paraffin base high V. I. motor oils scientifically compounded with selected additives.

TYDOL HD—High detergency

TYDOL HD S-1—Higher detergency

TYDOL HD S-2—Highest detergency

Ask your Associated Representative which Tydol meets your needs.

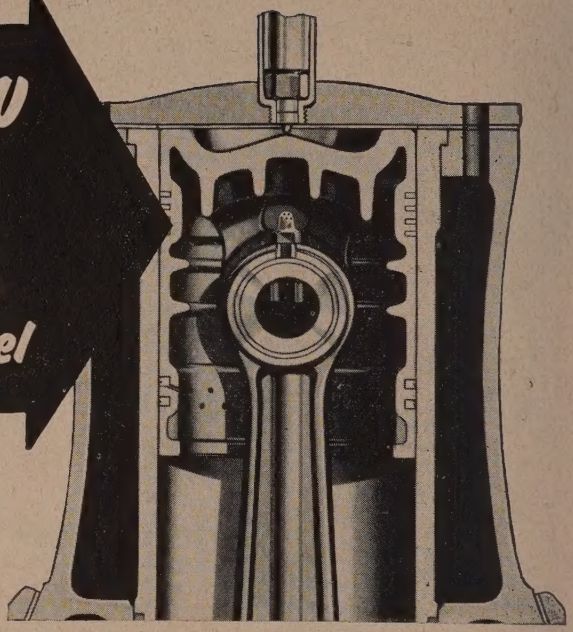
TYDOL HD MOTOR OIL

TIDE WATER ASSOCIATED OIL COMPANY (WESTERN DIVISION)

MURPHY GIVES YOU

MORE ECONOMY
SMOOTHER OPERATION
GREATER DEPENDABILITY
EASIER STARTING

because it's a "True" Diesel



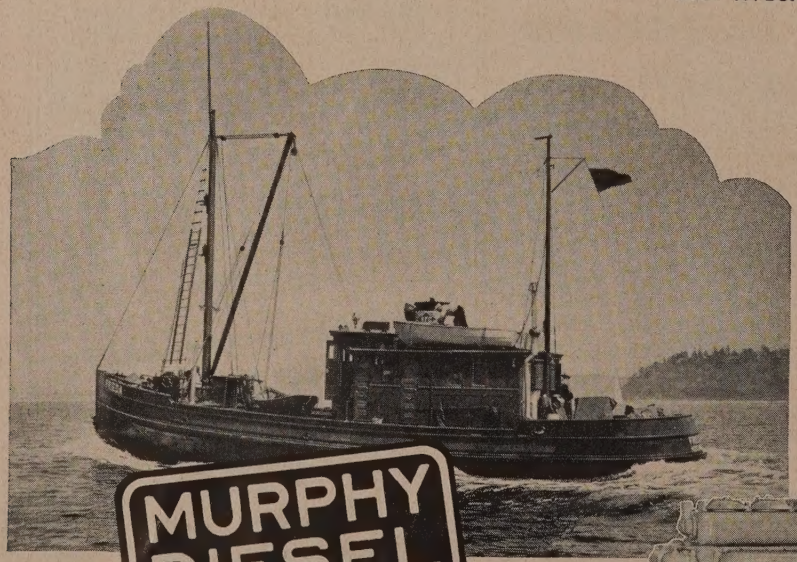
ILLUSTRATED at the right in cross section is the combustion chamber of the Murphy Diesel. Note that it is plain and open with no artificial devices to effect combustion. In operation, completely atomized liquid fuel is sprayed directly into all parts of the air charge by means of the unit injector located in the center of the combustion chamber. Since the fuel burns immediately upon injection into the incandescent air charge, combustion is controlled solely by the unit injector, which in turn is precisely controlled by the hydraulic servo-type governor. This is "true" diesel operation.

To the Murphy owner it means more power from each drop of fuel and less wear and tear on the engine . . . lower costs in all ways.

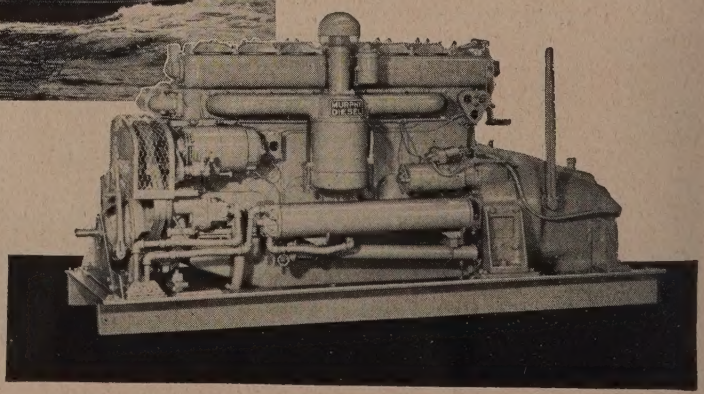
More details on "true" diesel operation as well as other Murphy features are given in the booklet "10 Questions to Ask a Diesel Engine Salesman." Ask your Murphy Diesel Dealer for a copy or write direct.

MURPHY DIESEL COMPANY
5301 W. Burnham St., Milwaukee 14, Wisconsin

SALES, PARTS, SERVICE: Seattle, Washington; San Francisco and San Diego, California; Vancouver, British Columbia, Canada.



Another Murphy powered boat in Pacific waters—the "Frieda" a cannery tender with a 150 H.P. Murphy Diesel. She measures 68.9 feet in length, with a beam of 17.3 feet and a register depth of 7.9 feet. Gross tonnage is 67, net is 48 tons.



Heavy duty power for fishing

Murphy Diesel marine propulsion engines and auxiliaries from 90 to 205 H.P.; marine type generator sets from 60 to 140 K.W.

210

THE Marine Office of America, in good times or bad, provides sound, unquestioned, dependable Marine Insurance protection for the Salmon Industry and the great West Coast Fisheries.

SOUND—because every Marine Office policy is backed by the security and great strength of its seven outstanding member companies.

UNQUESTIONED—because of its long and distinguished record of prompt settlement of all just claims in all parts of the world.

DEPENDABLE—because of its know-how gained through decades of specialized experience in handling all classes of Marine Insurance.

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SEE YOUR LOCAL AGENT OR BROKER!

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International Net Dips Make Nets *Last Longer*

The cost of nets is such an appreciable part of the cost of fishing that materially prolonging the life of nets is of utmost importance to the fisherman. INTERNATIONAL NET DIPS protect nets most effectively. They come ready-to-use, require no heating nor special equipment for application, and are quick drying.

INTERTOX NET DIP #1699 is an inexpensive homogeneous mixture with toxic properties which penetrate completely into the innermost fibres of cotton and linen netting, protecting them from the destructive action of the organisms that cause cordage rot.

G. M. FISHING NET COPPER PAINT #1866 is higher in cost due to the anti-fouling element. Will not injure netting nor cause undue stiffness. Assures protection from fouling much longer than ordinary materials.

Write for prices and particulars about these net dips.

International
NET DIPS

International Paint Company, Inc.
21 West Street
New York 6, N. Y.
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1145 Annunciation Street
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International Paints (Canada) Ltd.
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No. Vancouver, B. C.

CHOICE OF MASTER PAINTERS EVERYWHERE

For any marine purpose . . .

CHRIS-CRAFT MARINE ENGINES

. . . are the world's best buys!

Model B, 60 h.p.

Model K, 95 h.p.

Model KL, 105 h.p.

Model KBL, 131 h.p.

Model M, 130 h.p.

Model ML, 145 h.p.

Model MBL, 158 h.p.

Model W, 160 h.p.

RUGGED Chris-Craft Marine Engines are specially built for marine use. Year after year, they provide superb performance, are economical, dependable, trouble-free. Chris-Craft Marine Engines are available in 60, 95, 105, 130, 131, 145, 158 and 160 h.p. Reduction drives and opposite rotation available for most models. For any marine use, your best marine-engine buy is Chris-Craft!

READ WHAT USERS SAY!

Luis Patron

"I have installed Chris-Craft Marine Engines in my fleet of fishing boats, which I own and operate here in Mazatlan," writes Luis Patron, Mazatlan, Sinaloa, Mexico. "My boats go out every day, 9 hours daily, for 5 or 6 months out of the year. I want to congratulate you on the excellent performance and lasting qualities of your engines. I am so satisfied, I wouldn't consider using anything but Chris-Craft Marine Engines in my future boats."

Fishermen! Chris-Craft Marine Engines can stand the gaff of tough, commercial operation and give you economical, trouble-free service! Ask your marine dealer, boat yard or boat builder for data, or write for FREE catalog.

Chris-Craft
MARINE ENGINE DIVISION
CHRIS-CRAFT CORPORATION, ALGONAC, MICH.
WORLD'S LARGEST BUILDERS OF MARINE PRODUCTS

Radiomarine® brings fishermen a NEW 2-way RADIOTELEPHONE *plus* Standard Broadcast Radio

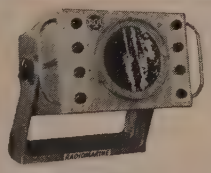
STEPS UP EFFICIENCY OF FISHING CRAFT QUICKLY PAYS FOR ITSELF

at a popular price!

NEW Model AR-8711
RADIO DIRECTION FINDER
plus Standard Broadcast Radio

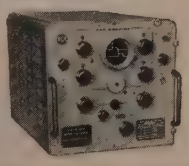
Makes navigation easier and safer, regardless of visibility or weather. In addition you and the crew can listen to radio programs, latest news, weather and market reports. Mounts on table or shelf using an inside or outside loop. Weight 14 lbs. Operates from 6, 12, 32 or 115 volts power supply.

● Now, owners of the smaller fishing craft can afford a Radiomarine Radiotelephone aboard their boats. Tenders can be equipped to keep in radio-telephone communication with their mother ship. This new popular-priced Radiomarine unit saves valuable time and operating expense, brings extra safety and convenience to all boats in the fishing industry. 4 crystal-controlled channels. Standard broadcast radio. Compact and rugged. Designed for easy mounting on table or bulkhead. Operates from 6-volt or 12-volt d-c power supply.



Radar

Small, low cost. Operates from 24, 32, 115, 230 volts d-c or 115/230 volts, 60 cycles. Mounts from overhead, on table or shelf, or on transmitter-receiver cabinet.

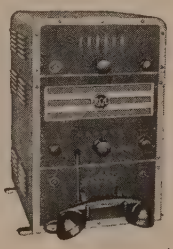


Loran

Direct-reading. Provides accurate fixes regardless of weather. Operates from 32, 115, or 230 volts d-c. Mounts on shelf or table, bulkhead or overhead.

Radiotelephone
Model ET-8012-D

75 watts. 10 crystal-controlled channels. Operates from 32 or 110 volts d-c or 115 volts a-c power supply.

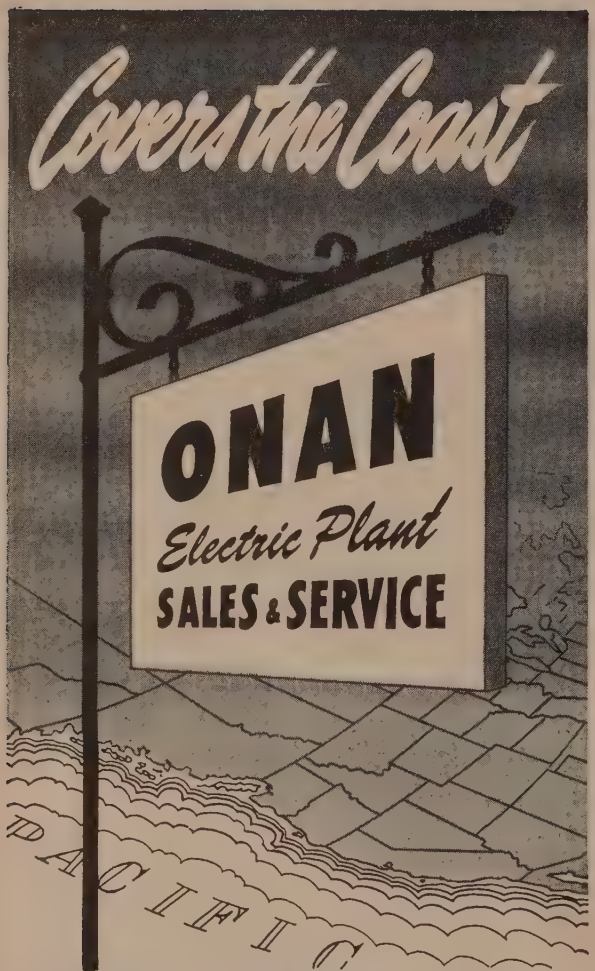


Radiotelephone
Model ET-8037

30 watts. 6 crystal-controlled channels. Small power consumption. Operates from 12, 32, 115 volts d-c or 115 volts a-c.

RADIOMARINE CORPORATION of AMERICA, 75 Varick St., New York 13, N. Y. Offices and dealers in principal ports.
Foreign Distribution and Service—RCA International Division, 30 Rockefeller Plaza, New York 20, N. Y.

RADIOMARINE CORPORATION of AMERICA
A SERVICE OF RADIO CORPORATION OF AMERICA



COVERING ALL THE WEST COAST, the widespread Onan distributor and dealer organization is added assurance of satisfactory service from Onan Electric Plants and Onan Generators. These experts can advise you on the type of electric generating equipment best for your craft, they have qualified service men to keep your Onan equipment operating at peak performance, and they maintain a complete stock of genuine Onan Parts.

This service "package" adds to the value of an Onan Electric Plant, makes it a better buy. See the Onan Marine line at your nearest Onan dealer . . . 400 to 5,000 watts. A.C., D.C., dual-purpose and battery-charging models.

POWER and LIGHT FOR ANY CRAFT

MODEL MTK—Two-cylinder, water-cooled. 3 KW A.C., or A.C. with 32-volt D.C. For heavy-duty service on pleasure or work craft.

MODEL MKH—True marine design. One-cylinder water-cooled. Built-in safety features. 400 to 1,000 watts.

SEPARATE GENERATORS To be driven by the propulsion engine. 1½ to 60 KW. Variable speed model, 2 KW, 32-volt.

Authorized Distributors:

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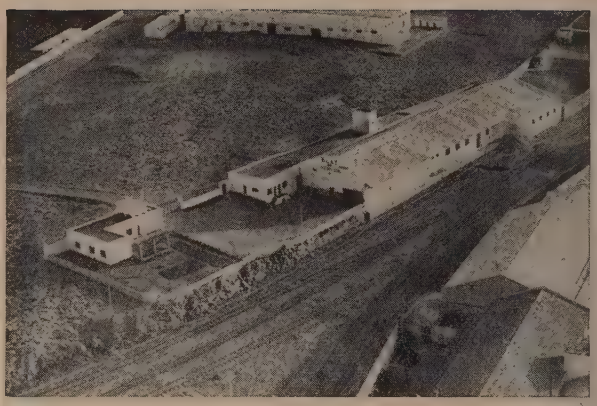
744 N. 34th St., Seattle, Washington

(Oregon)
NELSON EQUIPMENT CO.
521 S.E. McLoughlin Blvd., Portland 2, Oregon

(California & Nevada)
ETS-HOKIN & GALVAN
551 Mission St., San Francisco, Calif.
218 No. Avalon Blvd., Wilmington, Calif.

Onan PRODUCTS



Icing Sardines in Casablanca...

IT'S VILTER AGAIN

Safi, near Casablanca, has been called the most important sardine port in the world. Here Ets Blay Freres use up-to-the-minute methods for catching and preserving sardines. Their choice for icing the sardines was a six-ton Vilter PakIcer. This compact, self-contained machine automatically produces Crystalform PakIce at costs far below purchased ice. Crystalform PakIce readily fills in around even tiny sardines, surrounds them completely, and insulates them from high air temperatures. Other forms of ice often leave the sardines unprotected to a great extent.

IT'S VILTER FOR ALL REFRIGERATION NEEDS

Just as Vilter refrigeration helps other commercial fishermen save money, it can help you. Vilter compressors are noted for their long, trouble-free life, their economy in operation. Vilter can ice plants are recognized the world over. Vilter installations in processing and storage plants cut costs and improve plant operation. Write today for information on the wide range of Vilter refrigeration equipment.

Vilter

REFRIGERATION and AIR CONDITIONING

THE VILTER MANUFACTURING COMPANY
MILWAUKEE 7, WISCONSIN
Ammonia and Freon Compressors • PakIcers • Evaporative and Shell & Tube Condensers • Pipe Coils • Valves and Fittings • Can Ice Plants

NOW AT LAST, salmon fishermen can get gill netting made of NYLOCK, the sensational Nylon twine that has revolutionized the fishing industry.

See for yourself how NYLOCK Netting increases your catch from 3 to 12 times! Drying is eliminated with NYLOCK Netting—that means that one net does the work of three. NYLOCK Netting is stronger, longer-wearing ... unaffected by mildew, fungus growths, oil or gasoline. It's lighter, easier to handle, no preservatives are needed and it is specially treated (patent pending) to *lock* the threads together to prevent slippage.

Don't delay! For further information, write, wire or phone *today* to one of the following manufacturers who use NYLOCK Nylon exclusively for all of their Nylon Fish Netting:

R. J. EDERER and subsidiaries
540 Orleans St., Chicago, Ill.
Unity and Elizabeth Sts.,
Philadelphia, Pa.

THE FISH NET & TWINE CO.
310-312 Bergen Ave.,
Jersey City, N. J.

MOODUS NET & TWINE INC.
Moodus, Connecticut

JOSEPH F. SHEA, INC.
Successor John S. Brooks
East Haddam, Connecticut

A. M. STARR NET CO.
East Hampton, Connecticut

• • •

WHATEVER TYPE OF GILL NET YOU USE, BE SURE TO INSIST ON NYLOCK NYLON NETTING

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BROWNELL & COMPANY, *Inc.*
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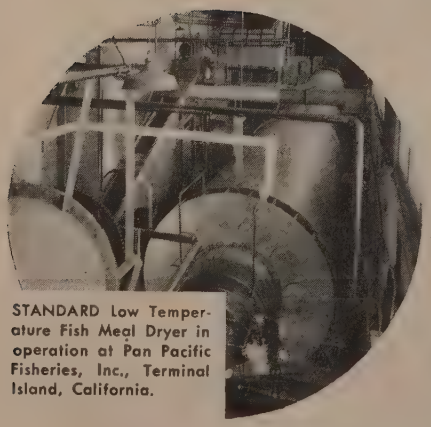

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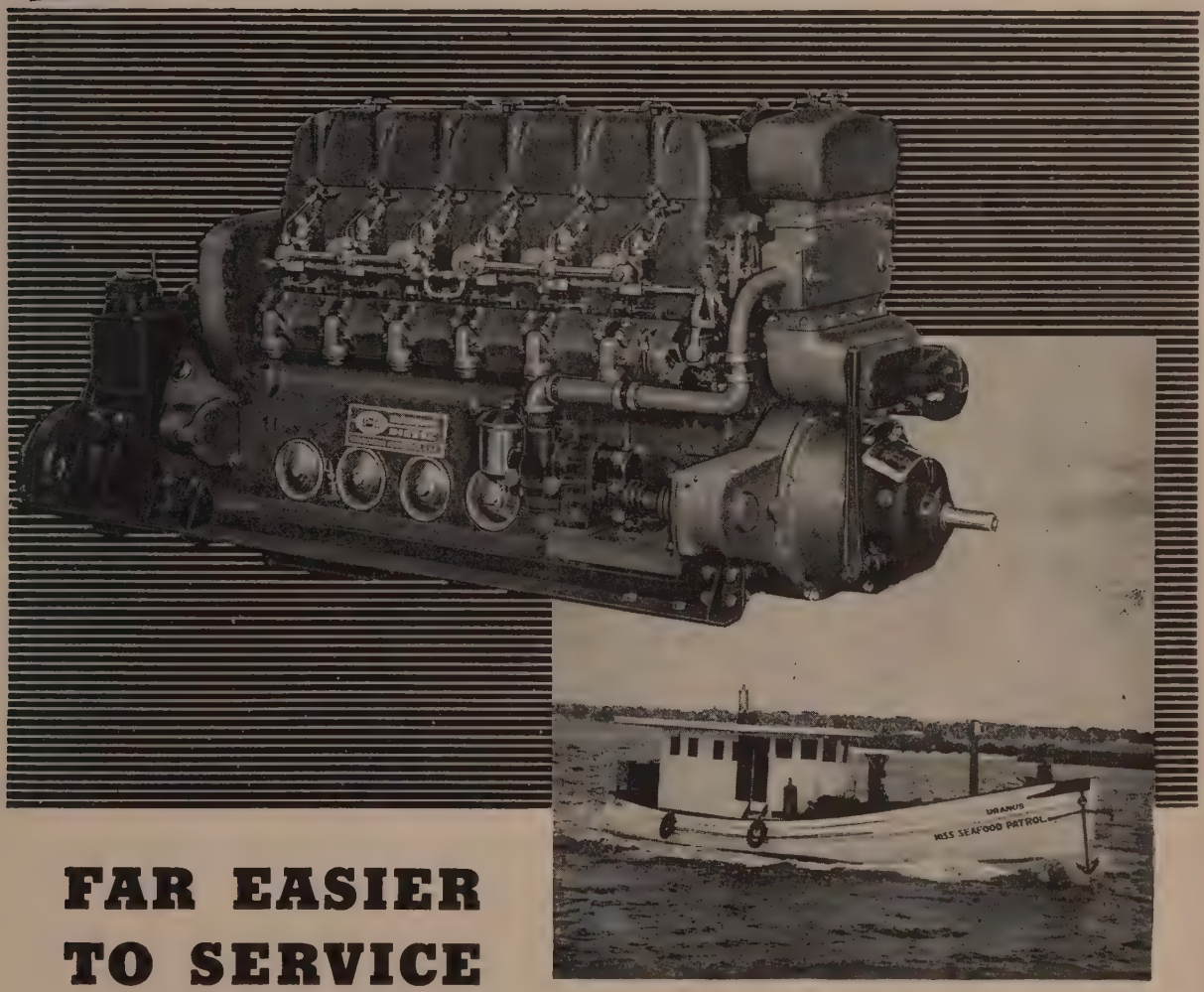

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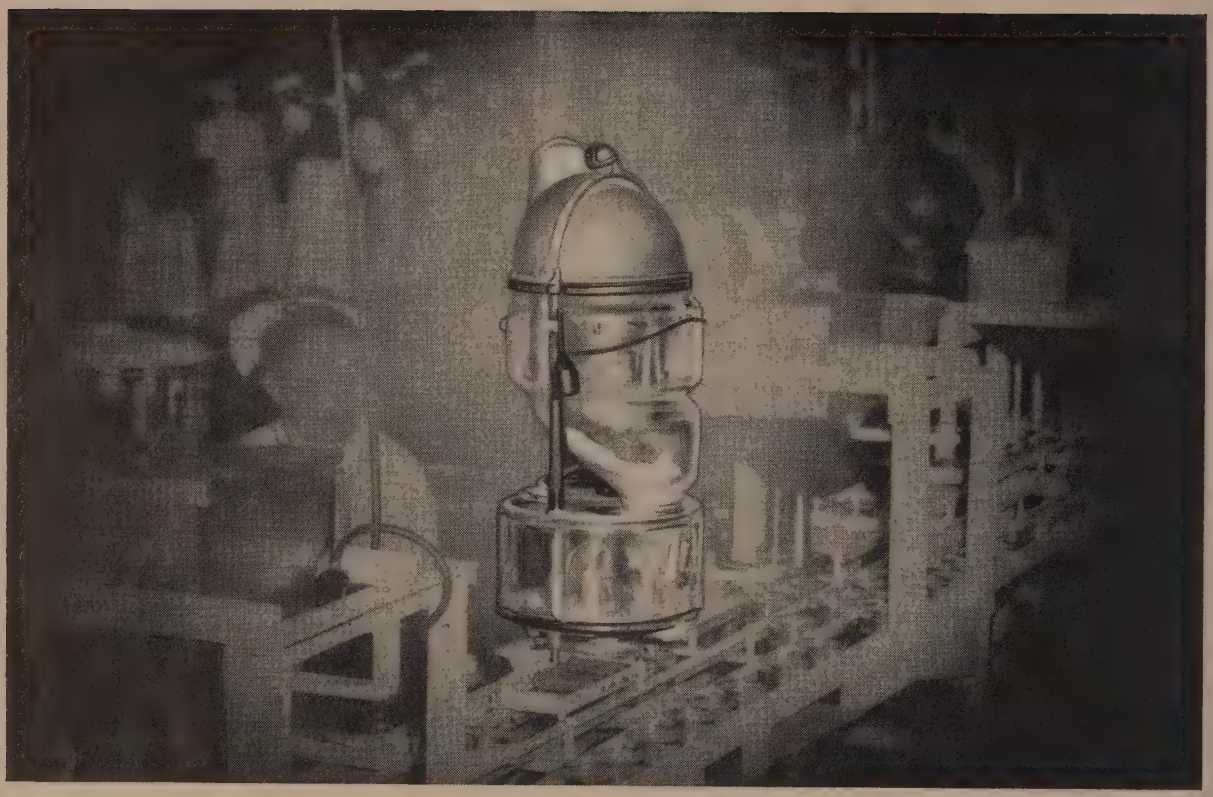

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PACIFIC FISHERMAN November 1951

FAIR FISHING

Marks Sardine Start Along Southern Coast

Southern California's 1951-52 sardine season opened October 1, and more than 200 seiners and lamparas set out to eclipse, if possible, last season's tremendous tonnage of 265,107 tons that produced 5,513,426 cases. (All of California, 5,351,884 cases.)

Judging from deliveries of the initial fishing period, it did not appear likely any tonnage records would be broken this season. In the first "dark" 45,000 tons were brailed into cannery flumes of the Los Angeles-Long Beach district, against 78,430 tons for the same period in 1950.

The Fishermen's Cooperative Association of San Pedro, which has around 130 member vessels, had anticipated this might be a short season and incorporated in its agreement with the canneries a provision that, if member vessels did not deliver 50,000 tons between October 1 and midnight October 25, the beginning raw prices —$46 per ton—should be raised $4 per ton, commencing after midnight, October 31.

Opening day was excellent, with 8,441 tons brailed from 201 vessels. Port Hueneme, 85 miles north of Los Angeles, received 1,200 tons, for trucking north and south on opening day. Last season Hueneme received a total of 23,000 tons.

Whereas last season grew progressively from opening day on, this year the tonnage declined. On October 7, 1950, a record day for sardine tonnage delivered in a single day at Southern California was broken, with 10,590 tons brailed.

On October 4 the season's first casualty occurred when the 67' seiner *Linde* went ashore near Hueneme, and was a total loss. Capt. Dusan Grgas and 10-man crew were saved, nine of them by Capt. Matt Dragich's *Sea Scout*. The other two swam ashore.

Sardine schools were spotted from the Channel Islands almost to San Diego. While the fish were running well as to size, it was the general opinion the average oil content was below normal for early season fish.

Experiments with spotting fish schools and photographing them from the air, were carried out by V. J. Samson, FAWS, San Pedro. Some success was reported, using Polaroid lens to cut sun glare on the ocean surface.

Packers placed few if any limits on their fleets and were canning all the fish available. There was a feeling of optimism in the trade. The canned sardine market, both domestic and export, was expected to be strong before the end of the year, providing the catch did not greatly exceed expectations.

Opening quotations, domestic were: Talls, natural, $5.00; ovals, tomato sauce, $7.00. Export: Talls, $4.85; ovals, $6.85 and talls, t/s, $5.55 to $5.60.

Reversing last season's conditions, when tomato sauce was a very scarce item, this year there is plenty, with bumper crops everywhere. Southern California packers were paying $4.50 per 5 gal. can. Cans, cartons, etc., very short earlier in the year, were apparently in adequate supply.

The hard work and artistic talent of Idelle and Sam Randazzo paid off at the 1951 Fishermen's Fiesta when the Randazzo seiner "Endeavor" won first prize (also first place winner in 1950) in the San Pedro boat parade. Mr. and Mrs. Randazzo are pictured at the right of the beautiful perpetual trophy they won for first place. To the left is Joe Riora, skipper of the third-place winner "Maria"; and Sam Zamberlin, skipper of "Veteran", second place.

MONTEREY FIGHTS

Courageous Defensive Action Seeks to Save Its Sardine Industry

The sardine industry of Monterey is fighting a "defensive, delaying action."

In the face of handicap and hardship, it is trying not to give up. The sounder companies are "retiring to prepared positions" — speaking economically—but some of the others do not have adequate prepared positions of bank balance and collateral.

This year the great curve of Monterey Bay, where the California sardine industry began and rose to be America's greatest fishery volume-wise, has seen scarcely a sardine. The same is true of all the Coast line of Central California. Last year the situation was almost as bad, and it has been six years since fishing was good.

The delaying action by which the Monterey industry is seeking to keep alive is based largely on the truck transport of sardines from loading points on the Southern California Coast. At best this is a stop-gap. The fishermen deliver sardines at the Southern loading points at $10 per ton under the price they would receive at Monterey. The cost of receiving, handling and delivering the sardines to Monterey by means of highway hauling ranges from $11 to $16 per ton, depending on the length of haul and the character of the facilities installed at the receiving end.

In competing with the Southern California sardine industry on the basis of such a program, the Monterey operators are under several handicaps:

1. They have a direct cost from $1 to $6 per ton higher than their Southern competitors.
2. Their supply of fish is uncertain, as the fishermen will prefer to haul their catches to San Pedro at times when fishing is light and the boats are not operating under limit, therefore securing the additional $10 per ton paid for plant delivery.
3. Even under the best of conditions highway hauling cannot be expected to support the kind of capacity operations which keeps unit costs low.

One Monterey operator characterizes the fish trucking program as something more than a "delaying action." He says: "This business of trucking sardines is like giving oxygen to a patient to keep him alive, hoping something will happen to make him get well."

Trucking of sardines makes no compromise with quality. Operators say that the condition of the fish delivered at the canneries compares favorably with that of the average direct delivery from a fishing vessel. As the sardines reach the truck-loading stations from fishing operations in the close vicinity, the sardines are delivered immediately to the large steel tanks on the trucks. They are run into a bed of crushed ice. When the load is complete it is topped off with more ice, and salt is added to accelerate melting and bring the temperature down sharply. During the 6 to 8 hour haul from the Southern loading points, the sardines are floated in a bath of melted ice-water and usually arrive at Monterey with substantial quantities of unmelted ice remaining. Each load is inspected and sampled by the California Cannery Inspection Service before being released for canning.

There is no unanimous agreement in Monterey as to what caused the disappearance of the sardines, as to whether and when the resource will return. However, there is comparatively little of the kind of loose thinking sometimes voiced — "We don't know where or why the fish went; we don't know when they will come back; but they *will* be back"—when they get good and ready."

Sounder thinkers are solidly behind the California Marine Research program supported by the industry on the tax-per-ton basis and being conducted by a half a dozen scientific agencies.

Preliminary findings of the research program as to what caused the sardines' disappearance generally are being interpreted by the industry along these lines:

1. An extended period in which there has been no dominant year class of sardines arise as result of an outstanding successful spawning.
2. Intensive fishing which has imposed a particularly heavy drain upon the larger sardines in their spawning maturity.
3. A peculiar condition effecting the "availability" of sardines along the Central California Coast. Not as yet clearly defined, this condition seems to react against the movement of sardines north of Point Conception. Whether this condition arises as result of current, temperature, or feed conditions — *or whether it actually exists at all*—is as yet uncertain and unproved.

One thoughtful and expressive packer put it this way in words which seemed to be representative of the thinking of the majority of the operators side of the industry:

Temporary assignment of Stuart F. Leete, PACIFIC FISHERMAN'S Northern California editor, to important work for MILLER FREEMAN PUBLICATIONS in the Middle West and East resulted in the accompanying article on the sardine industry in Central California being written by a traveling reporter from this journal's Seattle office.

The report and analysis of the industry, with some forecast of its future, is drawn from interviews with numerous persons close to the picture. Necessarily, it is a work of generality, and seeks to be a broadly objective analysis rather than precision, factual reporting of the kind characteristic of Mr. Leete's work.

Where sardines once came by sea, today they come to Monterey's Cannery Row by highway and by truck. Here is the Northerly half of the Row, with the plants straddling Oceanview Ave., where the sardines arrive today from the south coast.

"Research is beginning to point the way. There is good hope that the program soon will show how men must help nature to restore the sardines, and thus help themselves. Research and a realistic recognition of the necessity of sacrifice on the part of the industry brought back the halibut. We believe it can and will do the same for sardines.

"By the time the facts are known and the saving solution outlined, the surviving elements of the industry will be ready to do what must be done to rebuild the sardine resource. Only the soundest, strongest and smartest of us will have survived to that day."

A number of operators were asked this question:

"Will the Southern California segment of the industry, where they still have a substantial sardine population, support a program which they require some sacrifice on the part of both fishermen and operators?"

Replies may be summed up in this one:

"We do not know for certain, but we think they will. There is more than a little reason to believe that the depletion is progressively spreading southward. Certainly, it is all one sardine population and disaster in the North is a sign of unhealthy conditions in the South as well. We believe the Southern industry appreciates these facts. Certainly, they are supporting the research program with their money and cooperation."

Agreeing generally in the necessity for building up stocks of older spawners, several Monterey operators expressed the opinion that the best the length and depth of nets. They means of doing this is by limitation on feel that limitation by mesh size is entirely impracticable.

Fishermen opinion on this point unfortunately was not secured, as the boats were all fishing in the South at the time this analysis was made. As a matter of fact, lack of opinion from the producing fishermen must be acknowledged as a weak element in this study of the sardine situation as it exists at Monterey.

One man's program for a contribution to reconstruction of the resource even before the research is complete has four points as follows:

1. Cut down the net size. This would permit a smaller average crew, with lessened economic demand, and at the same time would permit increased survival of the larger sardines.
2. Raise the case pack requirement per ton of sardines, with some sateguard to apply in cases of emergency.
3. Eliminate straight reduction permits.
4. Technological studies to develop other sardine products which would yield greater economic return from a smaller volume of raw material.

Certainly the men of Monterey are fighting their defensive action shoulder to shoulder. Keen competitors always, they are cooperating closely as evidenced in part by joint operation of unloading facilities at the truck loading points; and also by their unity in the common interest through support of the research program by means of a tax voluntarily requested by the industry itself.

No more in Monterey does one hear the complaint of a few years ago, when operators were prone to say: "The sardines are out there all right, but the fishermen won't make an honest effort to find them. They won't go out and scout for fish."

That was a common story in the early years of sardine depletion. You don't hear it anymore.

It just isn't true.

U.S. FALL SALMON CANNING ADDS LITTLE TO 1951 PACK

Early autumn salmon canning operations added less than usual to the season's aggregate, and at presstime it was anticipated that below-normal production would prevail until the close of 1951 canning in December.

Limitation resulted more from economic factors than from biologic. Fall fish were fairly abundant, but canned Chum prices sharply under those of 1950 forced the packers to reduced offerings for raw fish, which the fishermen were loth to accept. This was particularly true on Puget Sound and the Columbia River.

Alaska Fall Pack Light

The fall fishing season in Alaska added about 70,000 cases of Chums to the 1951 total for the territory, with canning centering almost entirely at Ketchikan. A good Chum run was found by the fishermen and some of the fish were frozen, but the freezer pack was believed less than usual.

Quite a number of vessels run Excursion Inlet Chums south to Puget Sound for canning, but not all of them operated successfully, as a considerable percentage of the fish were reported condemned upon arrival.

The converted tuna clipper *Alert*, operated by Grimes Packing Co., brought a load south in her brine facilities, having them canned by Dressell-Collins Fish Co., Seattle, upon arrival.

While there was some variation in prices with areas buying prices in the Ketchikan district were these: Pinks, 20¢, delivered; 15¢ each, grounds; Chums, 40¢ each, delivered; 35¢ each, grounds.

In the fall of $1.35 Chum salmon prices were bid-up by frenzied competition to the fantastic level of $1.35 per fish.

"Employe Status" Contract Delays Columbia Fishing

Columbia River operations shut down for about a month after the season opened September 10. Fishermen originally rejected the packers' offer, but went fishing in October. Real hurdle, however, was not price so much as the terms of the contract which the fishermen's leadership insisted upon.

The facts are plain, and simple:

The United Stats Supreme Court has held repeatedly that fishermen operating their own gear and selling their fish to packers are not employes of the packers, but are in fact independent businessmen. As such, the court held, they are subject to the anti-trust laws; and their organizations are not entitled to the exemption which the anti-trust law grants to labor unions.

In efforts to get around this court ruling, fishermen's union leaders all along the coast are submitting contracts to packers whose terms define the fishermen as "employes."

Some of these contracts apparently have been accepted by the operators. On the Columbia River the packers took the position that they could not legally enter into contracts containing clauses circumventing rulings of the Supreme Court in anti-trust actions. This determination was the real hitch which delayed fall fishing on the river.

The problem probably will crop up again.

Fall fishing was flush down the Oregon Coast. Some of the streams had the best runs of Silvers in years. Most of this fish was either frozen or trucked to Astoria for canning.

On Puget Sound price argument rose as the Silver run waned, delaying seining for Chums beyond presstime. The fishermen argued for a 12¢ price on the grounds, 14¢ delivered. The packers' best offer as this was written was 12¢ at the canneries.

Fishermen's leaders emphasized that the suspension of fishing was "no strike," simply unwillingness of the fishermen to fish for less than they got in 1950. This served to preserve the right of the fishermen to "rocking-chair money"—unemployment compensation — while the negotiations went on.

Action of the Puget Sound seiners was cream in the coffee of the gillnetters, whose operations in northern Puget Sound continued while the seiners dickered, and apparently with no reduction of usual intensity.

Puget Sound canners pointed out that canned Chums were selling for $20 in the fall of 1950; and that the current price is $16. They maintain that their offered price of fish, 12¢ as against 14¢ last fall, is not out-of-line with the lower selling price which the goods command today.

High-Running Pinks Make First Use of Hell's Gate Fishways

First real evidence that the Hell's Gate fishways on the Fraser are having a beneficial effect on the Pink runs as well as Sockeye developed early this fall, and during mid-September more Pinks than Sockeyes were being taken in dipnets by operatives of the International Pacific Salmon Fisheries Commission.

"Until this year there has been practically no return of Pinks to Hell's Gate since the big slide," Chief Supervisor of Fisheries A. J. Whitmore reported to *Pacific Fisherman*. "In 1947 there was a small escapment of Pinks to the Fraser and a similar one in 1948. The fairly substantial return this season may be the result of that escapment, or it may be a special run of Pinks with more than the usual urge to push upstream. Anyway, it's a favorable situation."

In order to encourage the upbuilding of the Pinks runs to spawning grounds in the Fraser system, the department added an extra day to the three-day closure on fishing previously ordered.

Joint conservation measures by the United States and Canadian governments with respect to the Pinks, somewhat along the lines adopted by the "Sockeye Commission," were urged at a meeting of salmon seiners in Vancouver recently. Fishing Vessel Owners Association and the Native Brotherhood (Indians) were critical of what they claimed to be excessive fishing by Americans in waters adjacent to the Fraser and Puget Sound.

175 TUNA CLIPPERS IDLE

Should these estimates prove correct, and no additional heavy imports of frozen tuna came in, the Southern California industry was figured to run a possible 1,000,000 cases behind 1950. By October 1, the industry was 200,000 cases behind. By October 15, there were 175 clippers idle in port; eight "stay-below" clippers at Costa Rica.

Last year for October, November and December, 36,440 tons were flumed at Southern California canneries, for 1,442,347 cases. This is more than double expected for the last three months of this year and if substantiated would approximate the 1,000,000-case reduction.

The Albacore fishery was practically at an end by mid-October; only a few boats were fishing and packers were disinterested in receiving more, even at $300 per ton. To September 30, the Southern California packers had received 19,260 tons, but in this was 6,100 tons of frozen from Japan, Last year to that date, 24,617 tons had been caught by the small-boat fleet.

By October 15, only French Sardine Company and its subsidiary, High Seas Tuna Packers; and Coast Fisheries, division of Quaker Oats, was giving any sailing orders, and there were few in number. Van Camp Sea Food Company was holding all its vessels in temporarily.

It was expected however that, before the end of the year, the tuna packing leaders would be sending their vessels out; otherwise, by April, with the first three months normally slow for catches, a shortage of the canned product could occur.

If the Southern California industry shorts itself 1,000,000 cases from 1950's 8,022,347 cases, observers believed there would be a small carryover into the new year.

Southern California tuna fishermen delivered a total of 16,323 tons to San Diego and Los Angeles-Long Beach districts in September, and packers added 781,251 cases to their gross production for 1951.

The raw fish breakdown was: Yellowfin, 10,195 tons; Skipjack, 3,899; Bluefin, 657; Albacore—including 111 tons imports—1,392; bonito, 94; yellowtail, 86 tons. San Diego received 7,282 tons; 352,591 cases packed; L.A.-L.B., 9,041 tons; 428,660 cases.

As of mid-October there were 46 clippers in port, waiting to unload an estimated 8,800 tons; there were 37 clippers at sea, representing a potential 5,300 tons and, according to the best estimates, there were 15 clippers with sailing orders that had a chance to bring in another 3,000 tons. Thus, the potential to December 31, was 17,000 tons, or a final 750,000 cases.

Tunamen Fight Doggedly for Duty On Foreign Imports of Frozen Fish

Like a punch-dizzy fighter the Southern California tuna industry last month lashed out with both fists trying to score a knockout blow against foreign imports threatening virtual destruction of the multi-million dollar trade. It looked in mid-October as if one of the blows had found its mark.

That was when a special House ways and means subcommittee recommended adoption of emergency legislation to put a 3¢ per lb. duty on fresh and frozen tuna. This occurred on October 10.

Since mid-summer, when packers viewed with great alarm their mounting inventories of the canned product and began to hold in their fleets, the vessel owners, fishermen and cannery workers, through their associations and unions, had been trying to find some protection behind which they could ply their trade in future with hope of profitable, steady fish prices and cannery wages.

With imports of fresh and frozen tuna into the U. S. rising fantastically in the first eight months of 1951 to 57,414,330 lbs. — 28,707 tons — which was 700,000 lbs. above all of 1950; and with every prospect of further increases next year of frozen and also canned, vessel owners, fishermen and cannery workers began a campaign that reached across the country and into the high government circles.

Fishermen Press Attack To Secure Protection

Although the American Tunaboat Association had been working steadily all year to secure protection, it wasn't until the Japanese treaty sessions at San Francisco that the protest became industry-wide.

A fleet of several hundred Albacore boats, under coastwise leadership, staged a protest in San Francisco Bay, to catch attention of President Truman. Later, another, this time joined by tuna clippers was held in San Diego harbor. During the great Fishermen's Fiesta in Los Angeles harbor, leaflets on the subject were distributed among the 100,000 spectators.

For the first time in history, Albacore fishermen and owners banded together, forming the Pacific Coast Fish Producers Institute; fishermen began forming the first Fishermen's chapters of the National Grange, to secure help from the farmers' organization.

Wives of San Diego tuna clipper personnel formed the Tuna Industry Emergency committee, headed by Mrs. Joseph C. Rogers. From this source thousands of letters of protest were directed to members of Congress.

The American Tunaboat Association announced it would spend $500,000 annually on an advertising and sales promotion campaign. Unions and other associations showed a willingness to go along. Packers formed the California Tuna Research Foundation, with objectives of research and industry promotion of canned tuna.

All this sad its effect on Congress. Some eight bills were introduced by representatives, seeking to impose tariff on fresh and frozen tuna. The key bill imposed a 15% tariff up to 15% of the average domestic consumption over three years, then a 30% tariff on imports above the 15% figure.

Meanwhile, President Truman told a California congressman that because fresh and frozen tuna was on the international free list, neither he or the Tariff commission could act; only Congress could.

While Dr. W. M. Chapman, director of research, ATA, was interviewing a Japanese trade delegation at San

Diego on the latter's views as to imports to frozen and canned tuna from that country in 1952, General Manager Harold F. Cary was in Washington, D. C.

There he presented a brief for west coast congressmen to be used in an effort to speed House ways and means subcommittees hearings on emergency tariff legislation before Congress adjourned.

Hearings began October 8 and two days later came the news that the subcommittee had recommended to the full committee an emergency tariff of 3¢ per lb. on fresh and frozen tuna, which would be effective until April 1, 1953. At presstime it had become a race against time to get the House and Senate to act before adjournment.

The canning end of the industry has protection three ways at present:

1. 45% ad valorem on tuna canned in oil.
2. 12½% ad valorem on tuna canned in brine.
3. 15% on bonito and yellowtail in oil.

Note: The 22½% rate on canned bonito was cut to 15%, October 21, when Peru — principal exporter — signed an agreement reached earlier this year at Torquay, England.

B.C. SALMON PACK RANKS WITH BEST

Salmon fishing in British Columbia waters continued satisfactory during late September and October and there was little doubt that 1951 would go down as one of the best years in the past decade, with practically every area giving an encouraging account of itself.

Total pack of all grades of salmon at the first of October was 1,776,955 cases, or substantially more than the 10-year average for the full season's pack.

The Sockeye catch was shaping up impressively, with the greatest pack since 1946, and there was evidence that the Pink pack would be the best since 1945. The Chum pack was not so outstanding, but it looked as though the Coho pack would be the highest in a decade.

Particularly promising was the showing of Sockeyes in the Fraser River fishery, and it appeared as though Canadian fishermen would finish the season with more than 1,300,000 fish, compared with about 1,140,000 for the Americans.

Most serious development of the season was the slide on the Babine river, a tributary of the Skeena, resulting in the blockade of a large proportion of this year's run of spawners. A jeep road was being pushed toward the site of the slide from Hazleton at the rate of about two miles a day, but this speed was unlikely to be maintained as rougher country is encountered along the Babine canyon.

Fisheries engineers could only guess at the time that might be required to repair the damage. It was feared that an actual start on the work could not be undertaken much before Christmas and that the project itself would require several months, possibly a year.

Due to a larger catch of salmon, all species of landed fish landed in British Columbia during the January-August period of this year showed a considerable gain in value over the previous year's record. The volume landed during the period was actually 314,236,000 pounds, valued at $26,547,000. In 1950, the value of the catch during a similar period was $20,735,000.

27-Day Salmon Fishing Season Planned For S.E. Alaska in 1952

Salmon fishing from Aug. 4 to 30 for Southeast Alaska in 1952 is proposed by the Fish and Wildlife Service.

The probable regulations for Southeast Alaska, with this season dating as the focal point of interest, were held throughout that part of the territory during October. A final hearing was scheduled for Juneau Nov. 15, when Alaskans will get an opportunity for closing arguments following the hearing at Seattle.

The 27-day summer salmon season will be followed by a six-day fall open season from Sept. 15 to 20. (All above dates are inclusive.)

The Southeast Alaska regulatory proposals continue to apply stringent restriction on "personal use" fishing in an effort to reduce the serious abuses which have arisen.

"Personal use" fishing with gillnets, seine or trap is to be permitted only in compliance with regulations governing commercial fishing — except that such gear may be fished for "personal use" more than 48 hours before opening and after closing of a season. This provision obviously seeks to render sales of "personal use" fish difficult.

"Snagging" of salmon is prohibited at all times.

Use of set nets is prohibited throughout Southeast Alaska.

The proposed regulations offer a new means of closing a trap, saying:

"During any closed period a section of the lead on each trap shall be opened or removed from the water; this section is to be on the trap end of the lead immediately inshore from the outer heart. On pile driven traps the opening thus created shall be not less than 12 feet in width and shall extend from the bottom to the surface. On floating traps this opening shall be not less than 12 feet in width and 12 feet in depth, the top of the opening to be at water surface. This regulation shall not apply to any trap on which the bottom of the pot is above water at mean low tide."

A number of restrictions on areas open to fishing are proposed, including one closing the eastern coastline of Stephens Passage and Frederick Sound from Midway Island to the Horn Cliffs.

S.F. Fish Canning Largely Tuna Now

Where San Francisco's great bay formerly supported some 37 sardine plants, today none are active and no fleet fishes for sardines from San Francisco.

Fish canning in the San Francisco region has retracted to small volume and today is based in large degree upon Albacore tuna, either imported from Japan or purchased from American vessels delivering at ports from Moss Landing north to Eureka.

The F. E. Booth Company, Inc., cannery at Pier 92 is now devoted entirely to tuna canning, which is engaged in on a moderate scale.

The specialty product of this operation is deviled tuna, a sandwich spread or hors d'oeuvres item, which A. H. Mendonca, Booth president, reports enjoys modest demand, but with a tendency to level off and not to give evidence of notable growth.

Another tuna packing operation involving some considerable volume is that of the Washington Fish & Oyster Company.

in WIRE ROPE, too the RIGHT KIND of muscle makes the difference

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The four pictures of this remarkable panorama give an impression of the disastrous Babine Canyon slide, which this summer destroyed a large portion of the Skeena River Sockeye run. Solid rock in the extreme lower left corner of the picture above, and in the lower center and right of the picture opposite, show the former width of the river bed, and how the slide choked the stream. Note particularly the heavy fall in the picture above, just to the right of where the two photographs were spliced. This point is considered the vital barrier to salmon, although it is probable that much of the slide-choked sector is impassable. The right-hand picture opposite shows the lake 1.5 miles long, created by the slide in what was formerly the river bed.

The MEASURE of DISASTER—

Appraising What Happened on the Skeena

Prospects for the 1952 catch of salmon, herring and pilchard in British Columbia waters were discussed at a recent meeting in Vancouver called by R. E. Walker, vice-president of B. C. Packers, Ltd., and chairman of the Pacific sub-executive committee of the Fisheries Research Board of Canada.

Among industry representatives at the conference were S. M. Rosenberg, president, Canadian Fishing Co.; R. Nelson, president of Nelson Bros. Fisheries; John M. Buchanan, president, B. C. Packers, and chairman of the Salmon Canners Operating Committee; A. H. Sager, public relations director of that body; Don Millerd, Francis Millerd & Co.; R. E. Greenwell, general manager, Fishermen's Co-operative Association.

Condition of Escapement Key to Run's Future

The blockade on the Babine River, resulting in serious loss to the Skeena Sockeye run to the spawning grounds this summer, was discussed by Prof. Ferris Neave, who expressed the opinion that from ⅔ to ¾ of the Babine Sockeyes escapment failed to get through the channel resulting from the rockslide. It was doubtful whether many Pinks got through.

"We will have to write off all the Sockeye stopped this year by the slide," said Prof. Neave. "They are in no condition to spawn successfully and there are few places suitable for Sockeye spawning in the areas not affected. Those Sockeyes which turned back are lost; but those that got through are apparently not in as bad shape as might be expected. The loss to the fishery in the long run won't depend so much on the fish that were stopped as on the capacity for spawning of the fish that did get past the barrier. The latters' fate will depend a good deal on the condition of the spawning grounds during the next few weeks."

Disaster May Demonstrate "Adequate Escapement"

One feature, he said, was that the escapement might be fairly representative of the total run. Babine Sockeye were four and five-year fish, so the effects of the slide would not be localized in a single run.

"The Babine disaster emphasizes

At time of writing a "jeep road" was being driven up the Skeena from Hazelton, B.C., over a 40-mile route to the scene of the slide. Progress two miles a day was reported, but it was expected that this would be reduced by rougher ground later on. J. B. Brown, engineer in charge of road nstruction, hoped to reach the slide area by Christmas; but clearance of the stream may require a year or more.

With most of the helicopters in British Columbia occupied with the Aluminum Company of Canada project at Kitimat, engineers have not en able to make detailed study of the Babine slide and the fish-saving problem it presents. Charles Clay, divisional engineer of the Canadian epartment of Fisheries, is in general charge of the project. These pictures represent one of the initial steps in the department's attack on the slide an effort to open the river before the Skeena run is lost.

the problem of what constitutes adequate escapment," Prof. Neave declared. *"We may find that it is possible to reduce the number of spawners without reducing the output of the spawning areas;* but that would apply only when other conditions are stable."

Fred Warne, assistant supervisor of fisheries, told the meeting that Ottawa had appropriated $90,000 for building a road to the slide area and other preliminary work related to the Babine situation. Of an anticipated run of 500,000 fish it was estimated by the department that the escapment would be about 125,000.

Dr. R. E. Foerster, principal biologist in charge of salmon investigations, reported on plans for making a closer estimate of the fry going to sea to supplement the knowledge already being acquired respecting the number of spawners going upstream. Such data, he said, would make it possible to provide more accurate and complete basis for estimate of production from season to season. As a part of this program it would be necessary to maintain closer control over the spawning grounds with respect to water flow and ground conditions and predators.

Dr. Foerster mentioned that the southern areas are naturally much more productive of Sockeyes than those in the north.

Herring Spawning Vital; Fishing Less Important

Dr. Neal Carter, director of the experimental station, reported on three specific projects now under way: 1. A new method to attain more uniform saturation of salt herring with brine; 2. Recognition of the nutritive values of herring meal; 3. Improvement in refrigeration facilities on trains carrying fish.

J. C. Stevenson, reviewing the herring fishery, said that in the lower east coast area, despite intensive fishing, averaging 120 tons per-seine per-day, the fish population maintained a high level of abundance, and there was no evidence to show that spawning had waned. He predicted that this season's quota should be taken easily, but the catch per unit of effort would be less. Middle east coast would be less. *He emphasized that the intensity of fishing did not apparently have much effect on future supply; the key to that depended on the new year classes.*

No Hope of Pilchards

Dr. J. L. Hart, director of the Pacific Biological Station, Nanaimo, said he was unable to offer any more hope for pilchards than in other recent years. Pilchards in the North Pacific from Mexico to British Columbia were part of one population, and the success of the fishery in British Columbia was strongly related to that in southern waters, such as in the Monterey area.

"It will probably be several years before we get a good pilchard fishery in British Columbia again," said Dr. Hart. "Whether there will ever be one is uncertain, depending on California experience."

Seattle Frozen Fish Storage to Increase

Frozen fish storage facilities at Seattle will be increased greatly within the year by construction of a three-story, half-million-dollar addition to the Port of Seattle's Spokane Street cold storage terminal. Contract for the structure was awarded in October, with completion expected in eight months.

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Highlights and Sidelights of '51 Fishermen's Fiesta Boat Parade

From 66 boats participating in the fifth Fishermen's Fiesta boat parade, "Endeavor" was chosen first, as it was rated last year also. The boat's theme, following the overall plan of decorating vessels for American holidays, was Hallowe'en; the colors the traditional black and orange. Skipper Sam Randazzo gives his pretty wife complete credit for the design and execution of the decorations. She used about 100,000 flowers in covering the seiner. Most of them were made by young next-door neighbors, working steadily for three weeks. Crew and guests aboard the boat wore appropriate costumes.

The hospitality that the San Pedro fishing fleet so generously gives to the observers and guests of the annual Fishermen's Fiesta, which each year heralds the opening of the Southern California sardine season, as symbolized in 1951 by the "Delores M", big purse seiner owned by Nick Mezin, shown here wearing his Fiesta "T-shirt"; and skippered by Vincent Budrovich. Almost two hundred guests enjoyed the festivities aboard the "Delores M".

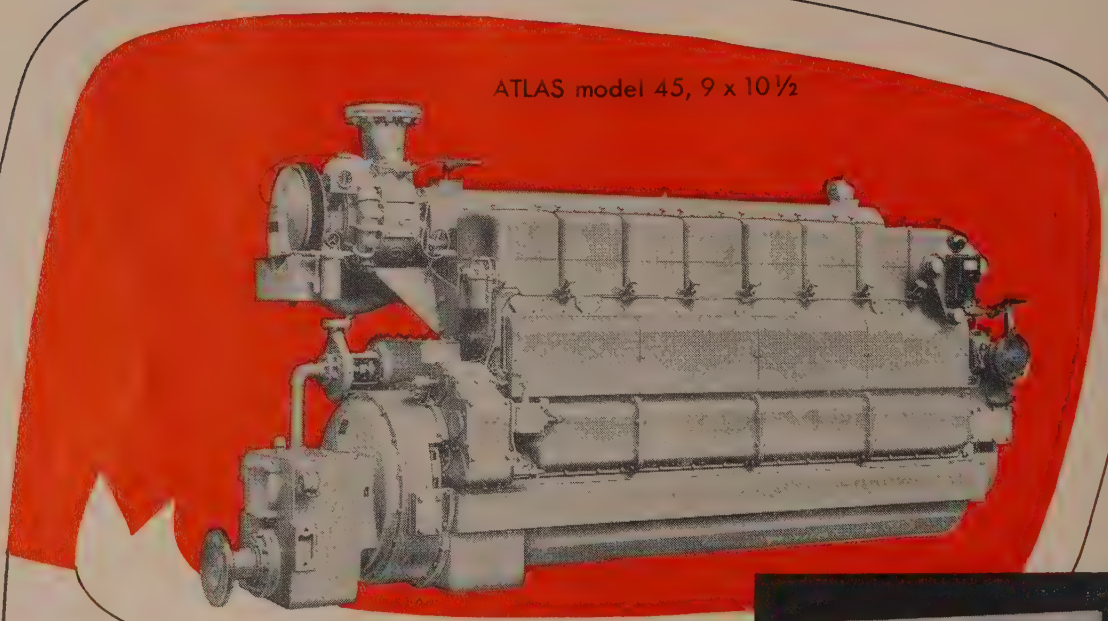
Official guests at the fifth Fishermen's Fiesta boat parade were carried aboard three fishing boats. Tony Marinkovich was skipper of the French Sardine Company's cannery boat *Star Kist*. Nick Mezin, owner, and Vincent Budrovich, skipper, were hosts on the big seiner *Delores M*. Sam Mirkovich's *City of San Pedro* entertained more than 100 out-of-town officials. Groups of youngsters from Boy Scout and Girl Scout organizations, etc. were entertained aboard the *Harmony*, another French Sardine Co. craft, but not an official boat.

The *North Queen*, Andy Xitco, had 275 guests aboard, probably the largest number to be so entertained. Guests consumed 365 lbs. of hamburger and 150 lbs. of turkey, ham and beef, and 50 lbs. of potato salad disappeared in an hour.

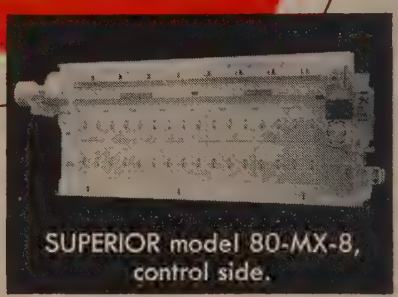
The decoration of the *Oakland* was a big family affair, headed by Skipper George Felando and his wife Rose. The Halloween theme featured a huge pumpkin that winked its eye. Getting these eyes to wink was a project that required two weighted rocker arms and a system of ropes and pulleys.

Most of the San Pedro fishermen are either descendants of Croatian or Slavonian or Italian parents or were themselves born in Italy or Yugoslavia. This fact was much in evidence by the exciting application of color and imagination in decorating the boats of the parade, qualities

SECOND AND THIRD PLACE WINNERS — "Veteran", on the left, won second place in the annual Fishermen's Fiesta marine parade at San Pedro. A Christmas theme, with a towering figure of Christ above the flying bridge, won third place for "Maria".



ATLAS model 45, 9 x 10½



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which have long distinguished Italians and Slovanians in festivities of their homelands.

The French Sardine Co. was the sponsor for the three-hour televising of the ceremonies of the Fishermen's Fiesta on Sunday, which included the Thanksgiving high mass at Mary Star of the Sea church.

Skipper Matt Fiamengo and Nick Ursich were hosts to the consul-general of Yugoslavia at San Francisco aboard the purse seiner Discovery during the Fishermen's Fiesta boat parade. Rafe N. Ivancevic is a one-time merchant marine captain.

During the boat parade the *Vega, Dee* and *Holly G,* all small Albacore vessels, cruised along bearing signs that stated: "Imports Increase 1400% in 5 years"; "We Need Duty on Imports"; "Write Today We Need Tuna Tariff"; "Write your Congressman."

Iron Creek Cannery, Herring Plant Burns

The salmon cannery and herring reduction plant of the Southwestern Fisheries Co. at Iron Creek on Raspberry Strait, Kodiak Island district, was destroyed by fire October 1.

Loss was estimated at $350,000.

The company is headed by Olaf Floe and has headquarters in Seattle. The herring plant was built in 1935, but the salmon cannery was only constructed in 1949, drawing its fish largely from the Kodiak and Cook Inlet districts, but also from fisheries to westward along Shelikof Strait.

Canners Buy Wharf For New Offices

In a cooperative deal, the Cape Douglas Canning Corporation, the Ouzinkie Packing Corporation (operating the former Grimes plant in the Kodiak area) and the Malaspina Fisheries Co. (Bristol Bay freezership "Michelle Eve") recently bought the former Abel wharf on Lake Union near the Aurora bridge, Seattle, and are making it their main headquarters, fitting up convenient offices. Their address is 2700 Westlake Ave. North.

The Cape Douglas concern moved to the new location some time ago; the others moved November 1. The Alaska Shell Fish, Inc., has also moved to this address, occupying rented office space.

In addition to the office quarters, the large wharf provides mooring space for a number of vessels of the various companies, as well as storage and loading facilities for nets and general supplies.

Inter-American Shrimp Stimulus

John Mehos, president, Texas Shrimp Association, center, congratulates Pedro Pinzon, head of Cia. Refrigeradora del Noroeste, S.A., Mazatlan, Sinaloa, on his election to the vice-presidency of the new international Shrimp Association of the America, formed at Galveston, Texas. Left is Manuel Zepeda, one of the principal shrimp operators of Carmen, Mexico. Virgil Versaggi, Brownsville, Texas, was chosen president.

"Shrimp Association of the Americas" was officially formed in Galveston, Texas recently, to bring together for mutual benefit and wider distribution of shrimp in the U. S. American and Mexican operators from the Gulfs of California and Mexico. The organization had been tentatively formed in Mexico City earlier.

Principally involved are the Texas Shrimp Association and Mexico's Camara Nacional de la Industria Pesquera, although it was anticipated other shrimp-producing states would realize the industry wide benefits to be gained by a program of cooperation and U. S. national advertising, and join the new international association.

Virgil Versaggi, Brownsville, Texas was elected president. Pedro Pinson, Mazatlan, Sinaloa, was chosen vice president; Mauricio Madero, Carmen, Mexico, secretary; J. R. Clegg, Port Lavaga, Texas, treasurer; James Barr, Harlingen, Texas executive secretary.

A significant aspect was that the procedure of shrimp on both sides of the international border organized on an international scale, quickly, harmoniously and without assistance from either national government.

Members of the Shrimp Association of the Americas have agreed to concern themselves with the primary task of increasing shrimp consumption, raising standards of quality and assisting the governments of both countries in conversation work. Individual organizations on both sides of the border will continue to function on problems of a local or domestic nature.

Funds for the advertising and promotion campaign will be obtained by assessing members 0.25¢ per lb. on all frozen shrimp, 75% of the total amount collected to be turned over to the new international association, with the balance retained for expenses of individual organizations of both countries.

Following the initial meeting held at Mexico City, Benjamin W. Shipman, Los Angeles, former vice president, Marine Products Company, San Diego agreed to write the constitution and bylaws for the Shrimp Association of the Americas. When presented at the Galveston meeting these were adopted.

83' Seiner-Packer Fitted for Versatility

The largest seiner-packer to be built in Canada specifically for the salmon and herring fisheries is the 83' *Belina,* recently launched in Vancouver, B. C., by A. C. Benson Shipyards for Luigi Benedet, who will fish for the Anglo-B. C. Packing Co.

Belina is powered with a 340 h.p. Enterprise diesel engine, and is equipped with Ekolite sounder and Northern radio. There is accommodation in the foc's'le for four men if the vessel is engaged in halibut operations. Normally, the crew accommodation provides for eight on deck level and one in the wheelhouse. Cargo capacity is 170 tons.

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Columbia Industry Wins: No Funds For Ice Harbor

Congressional conferees late in October refused funds for the controversial Ice Harbor Dam project which would endanger, and perhaps destroy the Columbia River salmon runs spawning in the Snake River system.

The House months ago refused to go along with this project; but last summer the Senate put it in the bill.

Informed persons believe the Pacific Northwest power "crisis" this fall actually was nothing more than a Bonneville Power Administration bogie designed to scare Congress into the Ice Harbor project.

The Columbia River industry won a hard-fought round in its fight for survival.

FAO Latin American Fisheries Council Brought Into Prospect

A meeting of FAO fisheries section at Lima, Peru, this fall favored formation of a Latin American Fisheries Council under FAO to further "development and proper utilization of living aquatic resourcess of the Latin American region."

An agreement was drawn up for submission to the FAO conference in Rome in November. If approved there, the pact will become effective when accepted by five member governments.

The United States was represented at the meeting, and participated in the action, along with 14 other nations.

PACIFIC Fisherman's NEWS

Three Alaska Fishing Boats Lost in Gale

Heavy gales early in October wrecked at least three Alaska fishing boats.

Elsie III, owned by Lars M. Larson of Ketchikan, sank in Moseman Inlet, near Petersburg.

The 28′ troller *Hazel M* broke from her moorings at Metlakatla and sank at Dryus Point.

The *Pamarajah*, 36′, owned by Russ Cowger of Ketchikan, caught fire and was destroyed at Helm Bay.

Herring Operations End With No Bright Ray

The gloom which settled over the Kodiak herring district of Alaska August 10, when the fish disappeared, persisted until early October when the last die-hard closed down and cut for home. Inexplicable disappearance of the herring in the late summer, after very poor fishing earlier, left the operators and fishermen mystified and stricken.

Closed Shop Favored

Members of Grays Harbor Cannery Workers, LIU local No. 1754, CIO, voted overwhelmingly in favor of closed-shop clauses in union contracts with seven fish canneries at an NLRB election in Hoquiam recently. Only two "No" votes were cast out of a total of 239.

Tuna Clipper Men Organize Cooperative

The California Tuna Clipper Cooperative was incorporated last month as a non-profit association, under provisions of "The Fish Marketing Act of the State of California," at San Diego. It will act as a bargaining and marketing agent for its members in dealing with the canners.

The newly-formed Co-op proposes to engage in any activity of marketing, selling, preserving, manufacturing, drying, processing, canning, grading, storing, handling and utilization of any fishery products delivered to it by its members.

While the Co-op immediately swung into action following granting of its charter, it is probable there will be no full dress meeting until December, at which time the board of 17 directors will be chosen to serve for one year. Headquarters were established—at least temporarily—at the American Tunaboat Association.

While a marketing agreement between canners and the Co-op is the main objective, and that means the agreed price for raw fish for the full year, the Co-op proposes to take up other matters such as eliminating the practice of using tuna vessels as floating storage for raw fish; equality of rotation plans; catch restrictions of Skipjack, etc.

John Lovdahl, widely known Eureka fisherman, has been spending most of his spare time recently showing off a new grandson, Ricky.

"Ommaney" is Sunk in Collision with "Masonic"

Collision between two of the best-known members of the Seattle halibut fleet—*Ommaney* and *Masonic*—resulted in the sinking of the former about 80 miles off Cape Blanco, Oregon, while they were fishing Albacore there in October.

Capt. Harry S. Larson was in command of the *Ommaney*. With his crewmen, Alvin Rodal and Art Weiding, he was taken aboard the *Masonic* before his vessel sank.

Rescued Fishermen Deported to Mexico

Two fishermen who were among four men rescued spectacularly after their boat was wrecked at the foot of a Mendocino coast cliff in California this fall proved to be aliens illegally in this country. They were forthwith arrested and deported to Mexico.

The men were marooned at the foot of the cliff when the 75′ San Francisco fishing vessel *Lourakis*. They were eventually saved by being hoisted 500′ up the cliff by ropes.

Frank Buono, head of the San Diego Fishermen's Association, was presented the Star of Solidarity medal, for "services to Italians in San Diego and abroad," at the annual dinner of Garbaldi Lodge, 1627, Order of the Sons and Daughters of Italy in America, October 6. Occasion was on Columbus Day. Presentation was made by Mario Ungaro, Italian vice consul at Los Angeles.

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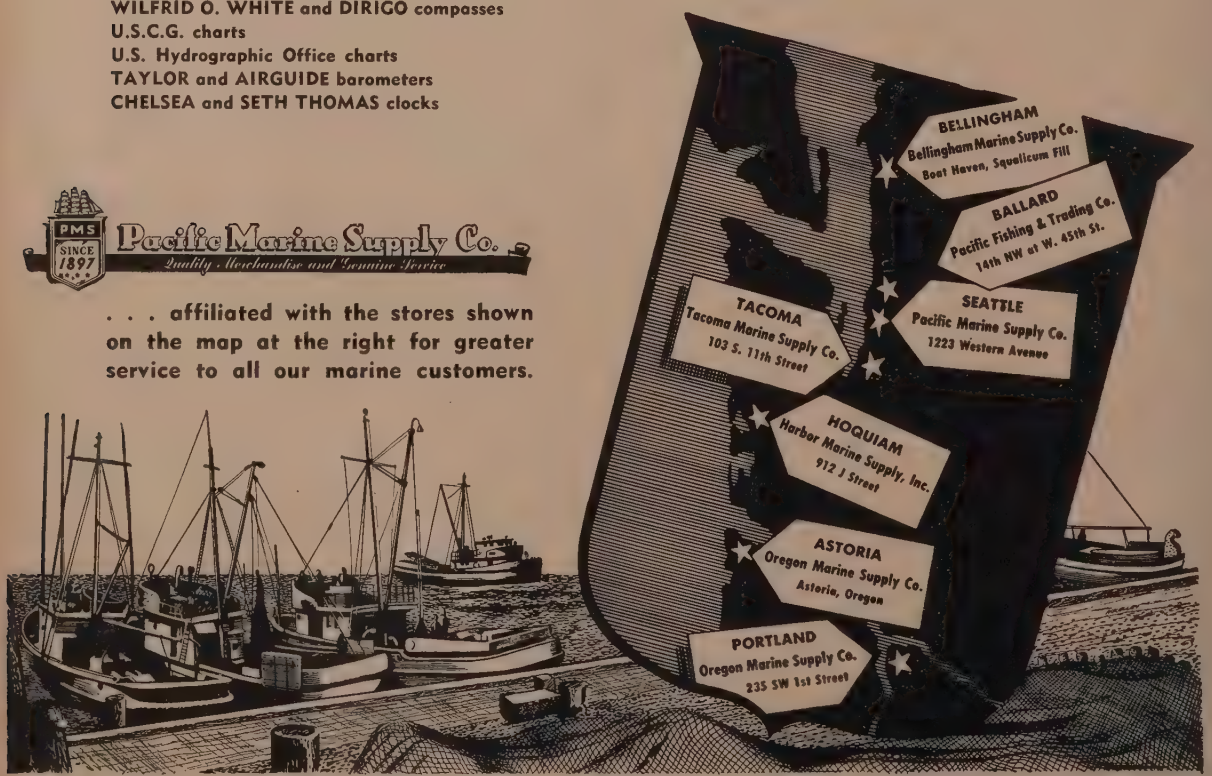

Pacific Fisherman's NEWS

A Miller Freeman Publication

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Holed "Chemp" Sinks

The troller *Chemp*, fished out of Westport by Ted Howell, skipper, and his father, Ed, both of Longview, sank in 45' of water in the Grays Harbor channel recently, but coast guardsmen took off both crew members before the craft went down. The *Chemp* radioed for help after going aground in a dense fog on rocks on the west end of the south jetty. The two men were taken off and then the coast guard vessel attempted to pull the *Chemp* off the rocks to tow it to anchorage.

Soon after the boat cleared the jetty, however, the tow line parted and the *Chemp* went down.

The C.M.C. Marine Service which discontinued business at Newport several months ago, thereby taking a much needed ways out of business, has now opened up under new ownership, with *Loren (Gus) Gustafsen* in charge of operations. "Gus," for the past seven years was superintendent of the Williamet Tug & Barge Co., of Portland. It will be noted that their ways, which will accommodate boats up to 50 feet in length, are again in operation.

Four seiner skippers—all members of the Fishermen's Cooperative Association of San Pedro—talk over prospects for the 1951-52 Southern California sardine season. Apparently they were happy over them, particularly the raw fish price, raised to $46 per ton, with a raise in sight to $50, provided Coop members did not deliver 50,000 tons from October 1 to 25. Left to right: Andrew Xitco, "North Queen"; Andrew Kuljis, "Courageous"; August Felando, "Western Sky"; and Nick Felando, "Treasure Island".

Van Camp Sea Food Company's annual Skippers' Dinner was held at Long Beach just before the sardine season opened, with more than 100 in attendance. At the speakers' table, presided over by Charles G. Buchan, Van Camp's manager of seining operations, are, left to right: Capt. Joe Dragich, "Western Queen"; John Real, manager, Fishermen's Cooperative Association of San Pedro; Gilbert C. Van Camp, president of the company; Mr. Buchan; W. H. Gillis, vice president; Steve Gargas, "Columbia"; John Gargas, "City of Los Angeles".

Skippers and Van Camp personnel at one of the Skippers' Dinner tables: Left to right around: Clifford Tanner, Dan Sutlovich, "Hawk II"; Roy Hugev, "Genevieve H; Paul Hedrick, super. Van Camp C-P plant; John Marorich, "Fontana"; Jules Roelands, super. N-K plant; John Kordich, "Cape Flattery"; Stuart Brown, V.C. personnel manager; Tony DeLiva, "St. Christina II"; Jerry Thomas, "Western Fisher"; Ernie Smith, V.C.; Oscar Nelson, fleet depot; Robert Ballmer, V.C.; Gero Di Leva, "St. Christina II"; Matt Marusch, V.C.

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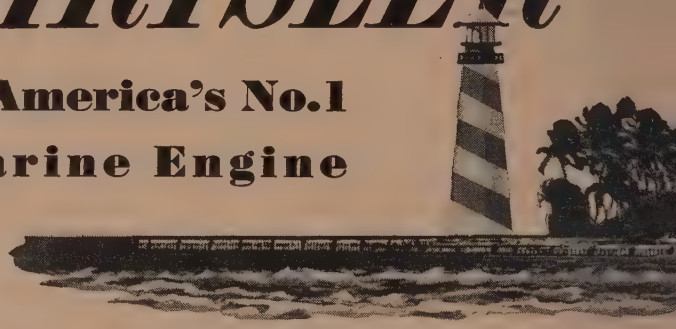

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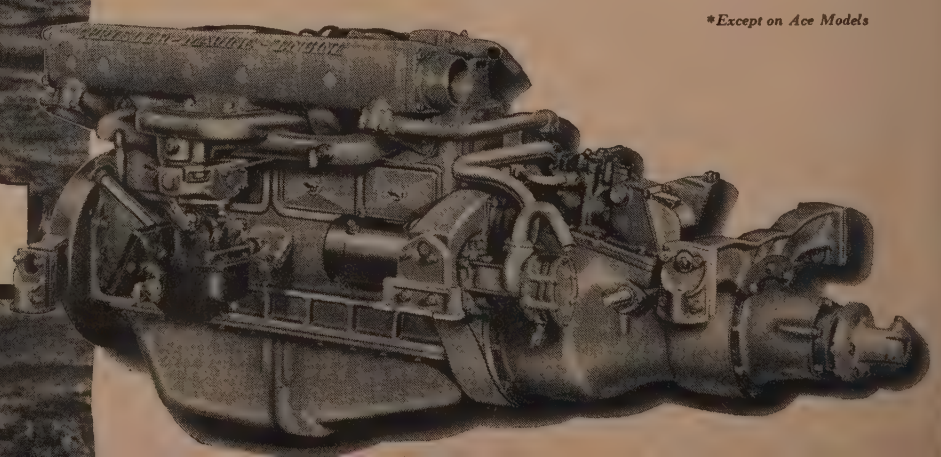

Eureka Trolling Up, But Still Not Tops

Although far below the marks of many previous years, and under the average for the region, salmon fishing out of Humboldt Bay in 1951 topped the figures for both 1949 and 1950 with an approximate total of 1,011,981 lbs.

The 1951 poundage was compared to a catch of around 850,000 lbs. in 1950 and around 950,000 lbs. in 1949.

Generally, the 1951 season was considered about 25% off from what has been considered a "normal year" over a long period of time. A brief review of seasons past shows that salmon on the north coast began slumping in 1949, when the catch fell below the million pound mark for the first time since 1944. The 1943 season, incidentally, was the poorest season on record for the last decade, with a net of some 827,000 lbs. This is compared with a high mark of 3,096,927 lbs. for the year 1940. The all-time record for the port was established in the year 1933, when a total of 6,102,000 lbs. were checked across the docks.

Weather cut heavily into operations during most of the season, with extended stretches of storm conditions which kept the fleet in port for prolonged periods.

One favorable aspect of the season was noted in the fact that the price held up well during the entire period, averaging 32¢ for large and 25¢ for small salmon.

Silverside salmon led in the field, as usual, far outranging the Chinooks and Kings. In quality, the fish was considered well up to normal, with a fine and consistent market demand.

The Humboldt Bay fishing fleet is represented this fall on the Humboldt State College football team by **Ray Mechals**, quarterback for the Lumberjacks at Arcata. Ray's uncle, **Joe Mechals**, is engineer on Albin Anderson's dragboat "Quest", working out of Eureka.

A. R. BRUEGER, operator of the Farwest Wrangell Cannery, was married recently to Miss Vivian Sorenson, long associated with the cannery and the Stikine Fish Co.

Fishermen Warned Of Harbor Jetty

The new rock jetty now being constructed off Point Chehalis, is well under way—and at high tide is well under water, the coast guard warned in a message to small fishing vessels this fall. Small boat traffic, the coast guard said, should keep away from the northwest corner of Point Chehalis until the jetty is finished or until some way can be devised to place a marker at the point of its eventual termination.

The new jetty groin will extend approximately 560' straight out from the point in a northwesterly direction. It is expected to be completed about Nov. 1, and a permanent light will then be built at the end by army engineers and will be maintained by the coast guard.

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PELICAN'S POUCH

Pelican Cold Storage, managed by Pros Ganty, as this was written, gulped the last Coho of the successful 1951 fishing season. The cannery workers were gone as were most of the trollers, who make Pelican, Alaska, the tiny village on Chichigof Island, their summer headquarters. The 175 permanent residents heaved a sigh of relief as they settled down to enjoy their well earned rest and to thumb thru the 'Alaskan's Bible,' the mail order catalogs.

The cold storage store put into effect the notice on its door—hereafter store hours would be from 9 a.m. to 6 p.m., six days a week, instead of being at the beck and call of the fishermen until 10 p.m. seven days a week. The postoffice would be closed Saturday afternoons and Sundays. The accommodating postmaster, Mrs. Dorothy Sadlier, would no longer be called upon to go back to the postoffice to get an accumulation of mail for a fisherman, who having been out for ten or more days was hungry for news of home and loved ones. Joe Sadlier, the banker, would no longer be awakened at all hours of the night to give a packer money to take back out to the buying scows.

Then October 2 the first boat loads of Chums arrived!

The Pelican gasped in surprise at the number of boats and the size of their loads. Its huge pouch gaped wide as workers, hurriedly called in, started cramming chums into its enormous opening. The supply seemed unending! Seine boats nine abreast were tied alongside the dock, waiting to be unloaded while their crews wandered aimlessly along the wide board walk set on pilings above reach of the incoming tide, which constitutes the main street of the village.

The two taverns had record crowds and many were the longing glances cast at the unlighted red bulbs on the two line houses whose occupants had long since left for warmer climates.

Finally the Pelican's pouch could hold no more. The last Chum was put into the freezer — once more the village settled down, happy in the knowledge that it could enjoy its richly deserved rest until next fishing season.

Earl Tucker, 53, second engineer on the New England Fish company's cannery tender *Tom & Al*, died recently in Ketchikan. His home was in Seattle.

Fish Lines From Wrangell

Tom Voorhies recently bought the 30' Wrangell gillnetter *Victoria* from *Mehales (Mike) Gades*. He has changed its name to *Tide Rip II*.

Don House, co-owner of the Campbell House Shipyard, Wrangell, was congratulated on the recent birth of a daughter, Kimberly, to Mrs. House.

A son, Thomas R. was born to Mrs. *Carl Guggenbickler* of Wrangell recently. Mr. Guggenbickler who owns the troller, *KC1*, now has four sons.

Wilhelm "Skipper" Jordan of the Wrangell troller *"Salty"* recently took over the position of captain on the Fish & Wildlife research vessel *Sablefish*.

Wrangell fishermen who fished in Bristol Bay reported earnings of as low as $500 to a high of $1900. Those fishing were *Tom Case, James Martin, Gunnar Gunderson, Carl Messenger, Carl Johanson, John Ferguson, Mel Gadd, Lester Bjorge, Elmer Bakke* and *Luke Reideman*.

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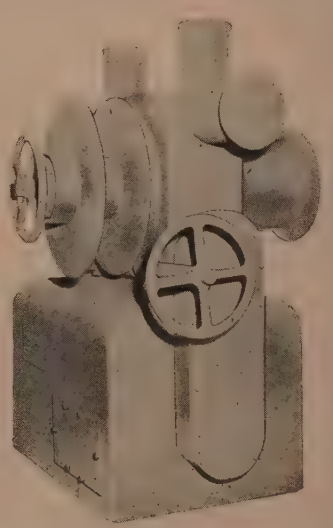

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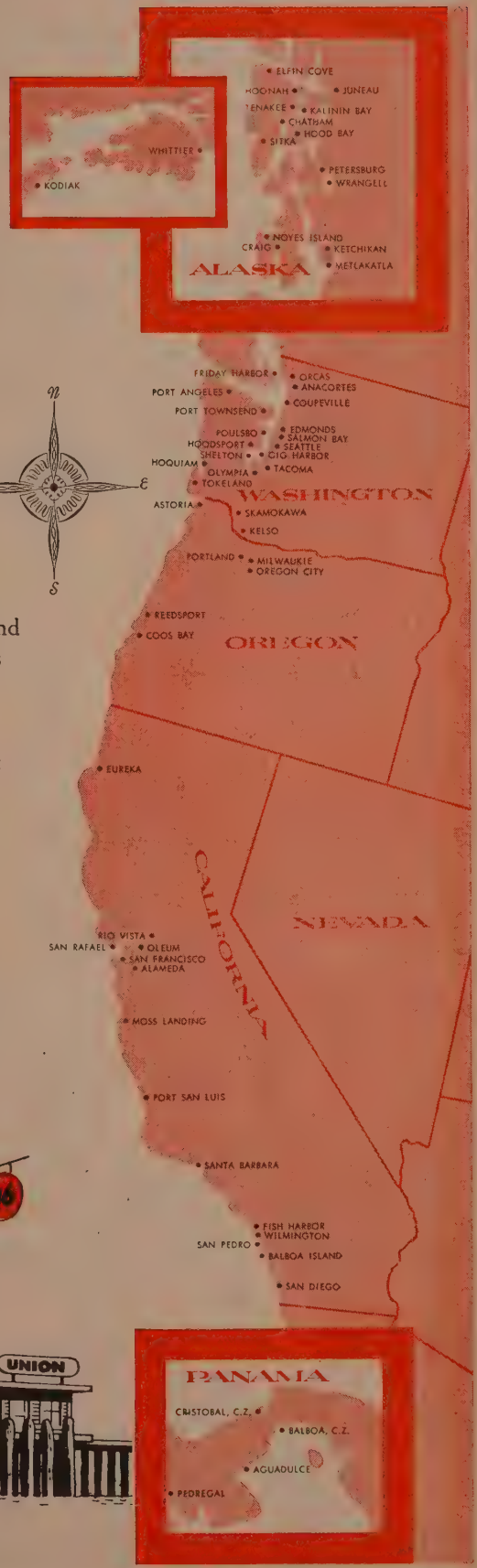

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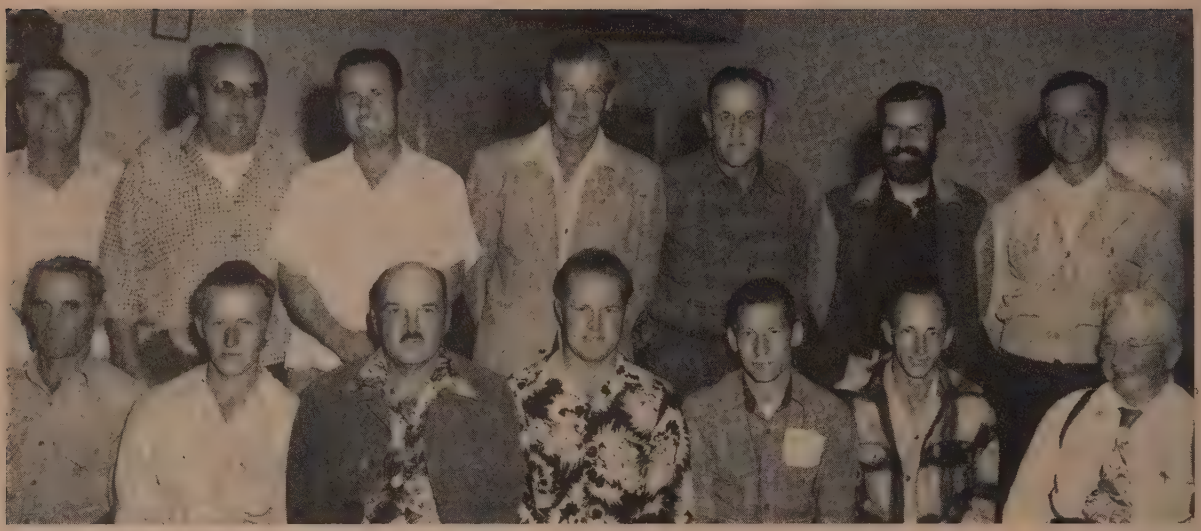
Main Channel	Lake Union	West Channel



Fishermen of Newport Beach in attendance at a recent meeting of the Southern California Fishing Boat Owners, Inc. at Wilmington: K. Higginson, "Broadbill"; Bob Ladd, "Ruby J. L."; Bob Haworth, "Alert"; A. Eichhorn, "Donna U III"; Finn Guldjord, "Gremlin"; T. E. Beach, "Refuge"; L. G. Smith, "Catalina Girl"; J. L. Hatchez, "Martha-June"; Joe Vander Molen, "Bona Ventura"; Newport Beach coordinator under the new Pacific Fish Producers Institute; Phil Hartwick, "Donna U III"; Capt. A. Gerome, "Lester B."; W. F. Coleman, "Refuge"; Frank S. Chorpenning, "Charges"; Wallace Yeargan, "Minnie Y".

"Anita Jean" Fills Owner With Pride

Jim Brandenburg of Long Beach, Calif., has a new boat of which he is mighty proud. Ken Hill built it and Jim has called the new craft "Anita Jean." The 34' combination is powered with a Chrysler Crown, 2½:1 reduction and will carry six tons of iced fish. There are accommodations for four.

Ken Hill, who operates a yard and marine supply store on Alamitos Bay, has also built the "Toni M," the "Payoff" and the "Payoff Jr.," which was recently equipped with a Wood Freeman Metal Marine Pilot.

"MISS MOREHEAD", owned by Merlin, Inc. Painted with Woolsey #705 Tradewinds Anti-Fouling, #760 Cawlux Yacht White on topsides and cabin, and Canvas Gray on the deck. She showed "absolutely no marine growth at haulout time".

Experience proves their quality! WOOLSEY PAINTS

• No one is better able to judge marine paints than the large boat yard operator. That's why the opinion of Morehead City Yacht Basin, Inc., Morehead City, N. C., is so significant. C. N. Bennett, its president, writes: "After using Woolsey Tradewinds #705 for the past 2 years . . . we believe it is the answer to the preservation of boat bottoms, which in this area, has always presented a serious problem. The trend among fishermen is toward better grade paints. To this end they are switching to Woolsey".

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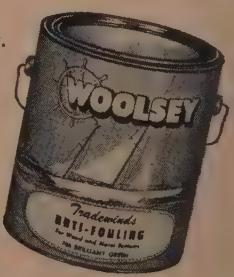

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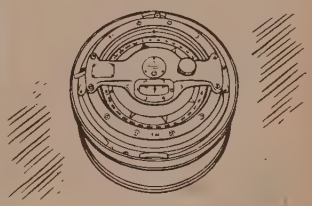
Profit Pilot for Fishermen

CAPTAIN CARL HANKEN, owner of the M/V WEST POINT, takes his boat any place tuna is found, even off Peru. Newest addition to his Sperry navigational aids is the Sperry Magnetic Compass Pilot which is helping him keep his reputation as a consistent producer in the tuna fleet.

FIRST TUNA CLIPPER built for Gulf operations, the GULF STAR, is equipped with the Sperry Magnetic Compass Pilot. Captain Charles Kaufmann, who holds the world's single tuna catch record, believes the GULF STAR with her modern equipment and 10,000-mile cruising range will be able to locate the fish and stay with them until a good catch is made.

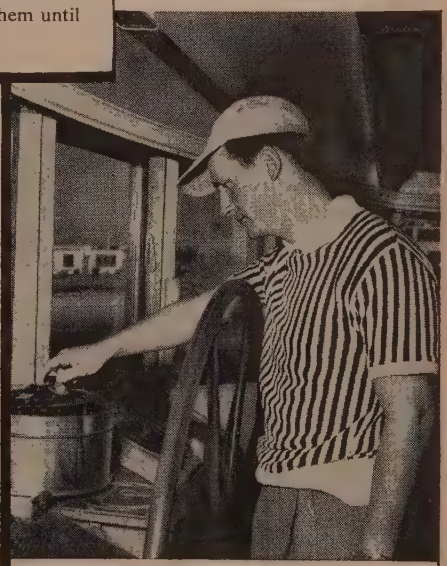


Sperry Magnetic Compass Pilot cuts costs for every type of fishing craft

► The M/V CAPE BEVERLY, WEST POINT and GULF STAR all fish for tuna . . . all fish for profit. So *all three* have the Sperry Magnetic Compass Pilot to get them to the fish and back with the catch with a minimum expenditure of time, fuel, manpower and money.

► Their skippers . . . like those on scores of all types of fishing craft . . . find that the Magnetic Compass Pilot follows the set course *automatically* . . . with it straight-line steering saves time *en route* and on the fishing grounds . . . functions perfectly even in a rough sea . . . frees more men for fishing . . . gives physical and mental relief from the heavy wheel . . . and with the *remote controller* permitting steering outside the wheelhouse, the skipper can supervise the fishing operations.

► Every pilot is backed by Sperry's dependable world-wide service.



IN HER YEAR and a half of fishing, the M/V CAPE BEVERLY has made numerous good, fast trips with the Sperry Magnetic Compass Pilot. Paul Lynn, the Skipper, says: "I have sailed with all kinds of automatic pilots, but for my money there isn't another pilot on the market that will do the job like my Sperry Magnetic."

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Moss Landing Monterey Bay

Two well known skippers signed on "first mates" for the long trip recently. *Milton Anderson* of the *Lanola* and Mrs. Azora Fairfield were married in a home ceremony on September 12. *Jack Daniels* of the *Croaker* and brother of the bride was best man and Mrs. Jack Daniels was matron of honor.

After a short wedding trip to Yosemite Park, Mrs. Anderson resumed her position as postmaster at Moss Landing and "Milt" joined the fleet on his boat.

Bob Jackson of the *Daybreak* and Mrs. Edith Brattin of Carmel were married in Reno, September 15. Flying both ways, the couple said there wasn't much time for a honeymoon when the fish were running but that they planned to take a more lengthy one when the season was over.

After waiting for the elusive and highly prized white sea bass to make a substantial appearance this season, *Bill Tomlinson* and his crew on the *Croaker,* brought several tons into Moss Landing Harbor recently. On the signal from Pilot Ed Durdan in his Piper Cub plane, who had been looking for them in vain for several weeks, the *Croaker* caught up with a school off the mouth of the Salinas River. Three trips were necessary to bring in the 17-ton haul.

Bob Mason, who formerly fished with *Bill Yeoman* on the *Twenty Grand,* is now skippering the *Western Skies,* owned by *Bill Anderson* of Edmonds, Wash. Bill has gone back home, where he is a building contractor with several houses to construct "before the rains set in."

Mrs. Conrad Pederson, who has fished with her husband on the *Sun-Ra* for the past eight years, injured her arm seriously in a boat mishap in San Diego and was not able to finish out the season. Pederson took *Don Woodward, Jr.* of Moss Landing, for his boat puller on the trip to Fort Bragg where the albacore run was in September.

A number of boats made their initial visits to Moss Landing Harbor during the last few weeks. Among them were the *Destiny* with skipper *Wilbur Northup, Mary Stuart* with *Carl Engberg, Scarab* captained by *C. D. Driskell, Leif Flak's Diana, John A. Nee's Banshee III* and the *Vineth* with skipper *E. R. Jessus.*

Noel Franklin Adds Insurance Responsibility

Noel Franklin, well-known dragger of Eureka, Calif., has been appointed district manager for the Commercial Fishermen's Inter-Insurance Exchange, whose home office is in San Pedro, with Stanley Brummel as manager. Some 20 to 30 boats out of Eureka will be covered by this marine insurance brokerage, with headquarters at 432 H St., Eureka.

Westhaven Fish Base Improvement Budgeted

Largest single expenditure on a preliminary 1952 budget adopted by Port of Grays Harbor in a $175,000 item for improvement of the Westhaven fish base.

The proposed improvements will include additional buying space, more berthing area, bulkheads, roads, street lights, sidewalks, sewers, sanitary facilities and other related improvements.

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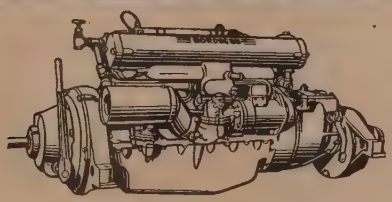

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TUNA CLIPPER GOSSIP

Joe Silva, San Diego, who used to skipper the *Glory of the Seas,* is in Australia, and has ordered shipped to Perth, a 16' Kettenburg tuna tender, powered by a Chrysler Ace, straight drive. It was reported that Joe was investigating the lobster industry for his brother, who has been engaged in lobster tails shipment to the U. S. from South Africa. Apparently, Joe Silva will use the speedy tender for lobster research along Australian shores . . . *Harold Morgan, Jr.* brought the *Scarlet Queen* to French Sardine with around 550 tons, believed to be her largest fare to date . . . *Joe Madruga* is selling his helicopter off the *Espirito Santos*: says making only a couple or three trips per year it is too expensive to operate . . . *Bob Beaman,* assistant fleet manager under *Capt. Henry Olsen* for Van Camp at San Diego won three cannery pools on the last day of the World Series. So, the boys paid him off with two cases of ¼s, Chicken of the Sea tuna . . . *Joe R. Felanto* has acquired an interest in the former YP, *Santa Rosa* (Henry O'Malley). *Tony Bozanich* is managing owner. Joe will be future skipper . . . Lorraine Freitas, step daughter of *Joe Pombo,* managing owner, *Sun Traveler* was married recently to *Jose Jardim Finete* . . . *Lawrence and Mrs. Oliver* left in October for a vacation in the Hawaiian Islands . . . *Bog Higold* was in San Diego in October, and it was reported he, and his brother, *Stewart* wanted to sell the former, YP *Del Sur,* which fishes out of Costa Rica. The brothers have a big ranch there and want to retire . . . *Johnny Gonsalves,* 25-year-old skipper of the *Santa Anita* has married Virginia Xavier. The wedding, October 14 was at St. Agnes church, Point Loma . . . *Antonia Gonsalves* has returned from a vacation in Madiera Island, Portugal, and will be new skipper of the *Gem of the Seas.* Former captain, *Tony Jesse,* is to command the new clipper, *Helen S.* being completed at Harbor Boat & Yacht . . . *Joseph S. Rogers'* huge wood clipper *Constitution* was put into the water at Campbell's early in October, will have her Union engines and auxiliary machinery installed and then be hauled out for official christening ceremonies later . . . *Frank Perry* and *Manuel Colergo* were visitors in Tacoma in October. Perry was to bring down his new clipper *Columbia* and Colergo was there to speed commissioning of the *Agnes C.* He is a partner of *Joaquin "Jack" Canas* . . . *Eddie Alves,* son of the veteran skipper *Joe Alves* last month was taking a navigation course from Capt. R. H. Baker at San Diego. Eddie, will sail with his dad on the *Mary E. Petrich,* who also is part owner of the *Espirito Santo* . . . Joseph Correira, 20-year-old son of *Frank Correira,* part owner of the San Diego tuna clipper *Mermaid,* became the first member of the Portuguese-American tuna fishing colony at San Diego to be killed in action in Korea. News of his death reached San Diego in mid-October. His brother, *Thomas Correira* is skipper of the *Mermaid* and Joe was formerly a crew member.

The fishing boat "Leona C," owned and operated by Henry Campbell, narrowly escaped disaster this fall when she struck a huge log in the Eureka harbor entrance between the jetties. Campbell was able to beach the disabled craft near the Coast Guard station, whence she was towed to the ways for repairs.

"Emma M" Lost on Pinos

The fishing vessel *Emma M* was wrecked in the rocky tip of Point Pinos at the edge of Monterey Bay early in October.

Richard Nickolsen, Martin Nickolsel and L. Sandel were rescued by breeches buoy. The first two live in San Diego and the latter in San Pedro.

A Whitey shrimp trawl winch was shipped to El Golfo in Mexico in September by Seaside Supply Stores of San Pedro. **Hector Lizarraga** is the fisherman on whose boat the winch is installed.

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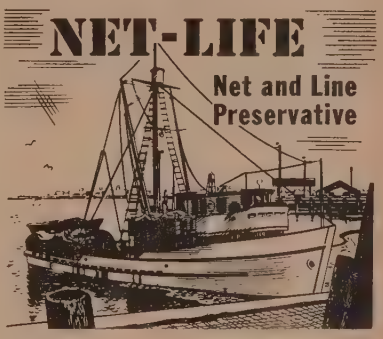

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NEWPORT NEWS

The 32′ troller *Red Wing* of Coos Bay, Ore., owned by *F. L. Huff* of Grants Pass and skippered by *Frank Vohling* of Reedsport, has been sold to *Ernest E. Brennecke* of Post Falls, Idaho, retired service station operator, who will fish the boat himself, commercially, out of Newport next year. He has sport fished Yaquina and Winchester Bay for the past several years and recently went out for two weeks with *Jim Dunnaway* on the *Helen D*, on a commercial trip, decided that is the line he wants to follow, bought a boat and will be ready to start in when the spring fishing opens up.

* * *

The gillnetter *Kayak*, skippered by *C. M. Strand* of Toledo recently was making it down the Bay to Newport with a load of 6000 pounds of salmon, in a high wind and plenty of chop. After passing the point of the troller dock breakwater she took three over her stern which started floating her cargo out of the hold. She made it to the Yaquina Bay Cold Storage plant, where a line was put under her stern and made fast, preventing her from sinking. A thousand pounds of salmon had gone overboard, but many had drifted under the plant and were recovered. Her total loss was about 700 lbs. of salmon.

* * *

Kenny Thompson left his *Cleora* tied fast to the float when he left on a hunting trip in Eastern Oregon, satisfied that the boys would look after her while he was away. Kenny was right, as *Les McMillan* of the *Shirley Lee* noticed the *Cleora* sitting heavy in the water, investigated, found water over her batteries, got the Coast Guard down, who pumped her out, and then towed her to the C.M.C. and put her on the ways, where capable *Loren (Gus) Gustafsen* found she had a leak around the shaft log. In the meantime Kenny had been located in a hotel in Redmond and had the opportunity to come back, if he cared to do so, altho everything was well under control by the time he arrived. Fishermen are like that, they just can't stand it to see a boat suffer, if there is anything they can do about it, and time, trouble and effort is not considered for a moment. There are many others just like *Les McMillan*.

Swift Flames Send "Susie Q" to Doom

Fire which flared up in the galley of *Susie Q* while her owner was engaged in pulling a salmon destroyed that one-man troller off Cape Flattery this fall.

The troller was owned by James E. McKeehan of Mount Vernon, Wash. He was making coffee in the galley when a fish struck and he went to the cockpit to pull the salmon. After getting the fish aboard he found the house of the boat afire so violently that he was unable to enter it. McKeehan only managed to get a skiff overboard and to pile into it. He was picked up shortly by the troller *Frances W* while the trollers *Skagit* and *Martie M* also hauled their gear and went to his assistance. H. C. Morley in the *Martie M* called the Coast Guard and a plane from Port Angeles was overhead within 15 minutes. This was followed shortly by a cutter. The *Susie Q* sank while the cutter was endeavoring to extinguish the fire.

Fishermen expect she will prove a serious obstacle for trawlers, as she sank at the edge of the drag just ahead of the Swiftsure "Rockpile." She sank on a bearing about 315 degrees from Tatoosh Island, 3¾ miles off.

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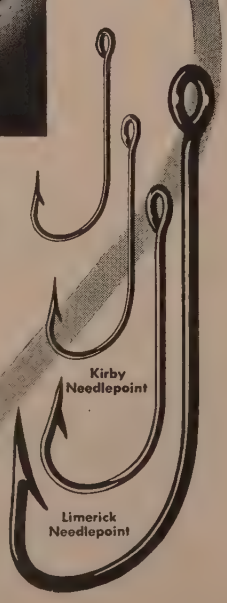

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Tips & Tails from Ketchikan

Adolph Norwald arrived in Ketchikan recently with his trolling boat *White Light* after another summer of fishing on the west coast. Norwald, who once operated a grocery store in Ketchikan, planned to sell his boat, a 40-footer, to Mr. and Mrs. *L. L. (Ole) Olson,* who have fished the 30′ troller *Nipper* the past few seasons. The Norwalds plan to settle down on a ranch in California.

Gus Blendheim returned to his home in Seattle in September after fishing halibut and then seining out of Ketchikan on the *Reliance I,* owned and operated by *Richard Blendheim.*

Charles Nelson returned to Ketchikan with his seine boat early in the fall after spending the summer fishing on the west coast. He reported a fair season with a catch of 40,000 salmon. Nelson is a city councilman in Ketchikan.

Gus Nergaard flew south from Ketchikan to his home in Bellingham recently after spending another season in trolling. He formerly lived in Ketchikan.

Ray Slasor, Ketchikan fisherman who owns the trolling boat *Ionit,* left there recently for Seattle to visit with a sister; and then, as he puts it, make his last vacation trip to Los Angeles. He is 70 years old, he says, and is losing interest in "taking in the sights" in Los Angeles.

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Norman Olsen, who fished halibut and seined for salmon last season on the *Heather Kay,* was married in Ketchikan recently to Ellen Lehman.

Odin Magnus Nelson, 71, pioneer Alaskan who for many years operated the trolling boat *Okeh,* died in the Ketchikan General hospital recently, a few weeks after being stricken in the Juneau area while fishing.

Harris L. Atkinson, Metlakatla fisherman, and Merna Booth, also of Metlakatla, were married in Ketchikan recently.

A body recently found in Thomas Basin, small boat harbor, at Ketchikan, is believed to have been that of *Theodore Irvine,* 25, of Kasaan, missing since early August from the seine boat *Totsie,* owned by *Woodrow Morrison* of Hydaburg.

Mr. and Mrs. *Ben Fleenor* and son, who spent the summer fishing out of Sitka, returned to their home in Ketchikan recently.

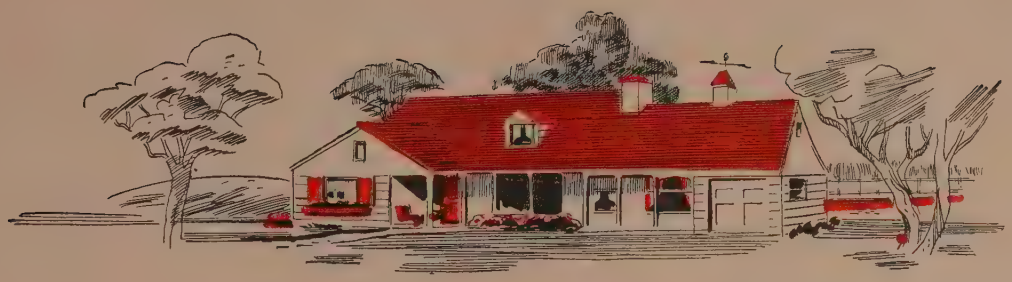
Following a successful trolling season, *Nels Nelson* of Ketchikan went to Seattle recently en route to Port Angeles where he is having a 43′ boat built. He has ordered a Cummings diesel engine for it and expects to take delivery of the boat by the end of this year. He has sold his troller *Thelma* to *Trygve Michaelsen.*

Brady Edenshaw, fisherman of Hydaburg, and Margaret Usher of Metlakatla applied for a marriage license in Ketchikan recently.

A Steelhead weighing 35¾ pounds was taken recently in a salmon trap operated by the Ward Cove Packing company. *Seton Thompson,* chief of the Alaska division of the U. S. Fish and Wildlife Service, with headquarters in Washington, D. C., was visiting the cannery at the time the Steelhead was brought in, asked for it and had it put in cold storage. The fish was 42″ long and had a girth of 26″. Cannery Operator *Win Brindle* said it had been feeding on 16 to 18-inch fish which looked like young barracuda.

Fred George Jr. of Hydaburg, fisherman, and Muriel Haldane, also of Hydaburg, were married by the U. S. commissioner in Ketchikan recently.

Andrew Cysewski, 54, member of crew of the cannery tender *Beryl-E,* died of a heart attack in Ketchikan recently while the boat was in port en route to Seattle after the fishing season at Sand Point.



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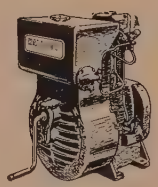

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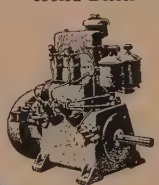

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COLUMBIA RIVERIES

The troller *Virlou,* operated by *Clement Berg* of Portland, is now fishing out of Astoria. Prior to the season, she was on the ways at the CRPA shipyard, where a new keel cooler was installed and she underwent a bit of repairs generally, and a paint job.

The Astoria waterfront was favored with cigars recently, and another proud new father was the recipient of congratulations when *Mrs. Eben Parker, Jr.* presented her husband with a daughter, Kathy Ann, weighing 6 lbs. Eben is skipper of the dragger *Harold J,* fishing for New England Fish Co.

Arvo Savonen who each winter is employed at the atomic bomb plant at Hanford, Washington, has been back in Astoria for the fishing season, operating the troller *Helmi.*

The dragger *Mary Ann* formerly of Everett, and now fishing out of Astoria for New England Fish Co., suffered a major breakdown early this season, due to a cracked head. She has had a complete overhaul, but a series of ill luck hit the vessel. Recently the *Mary Ann* had her guard rails damaged and new steel trawl door guards were placed on by the Astoria Marine Construction Co. and seem to be working out fine. *Augie Barcott,* skipper of the vessel, has with him as crew men, *Osie Viuhkola,* and *Pat McCarron,* formerly of Eureka, and who had been fishing earlier this season on the *Jennie F. Decker,* out of Astoria.

Eddie Goodrich, owner and skipper of the *Lively,* returned to Astoria after his disappointing tuna trip down South, but was somewhat compensated when he changed over to salmon fishing off the Southern Oregon Coast. He came into Astoria with a trip of about 5500 lbs. of salmon, and shortly afterwards took off for a trip to Alaska. Eddie was married last spring to Virginia Hunsinger, in Olympia, and the couple are making their home in Warrenton, Ore.

Interesting bets were being paid off recently among the Astoria drag fleet to *Bill Thompson,* skipper of the *Oregonian,* when he became the *very* proud grandpa (for the first time) of little David James Thompson, son of Bill's son and daughter-in-law, Mr. and Mrs. *Dick Thompson.* The newcomer boasted a weight of 8 lbs. 8½ oz. and was born in San Diego, where his father is stationed with the U. S. Navy. The Bill Thompsons have recently purchased a home in Astoria, 930 Irving Avenue.

Englund Marine Supply Co. of Astoria recently installed an 88-B Parafone Radio on the troller *Margie,* owned by *Wilbur L. Burdick,* of Manhattan Beach, Ore.

Gillnetters Elect Johnson

Harvey Johnson, Aberdeen, was elected president of the Grays Harbor gillnetters union at a special election meeting held in Aberdeen September 23.

He succeeds Albert McGuire, who left the Harbor to enter the plywood industry in Oregon.

Leonard Young continues as secretary of the union with Walter Williams, Astoria, and Ted Phillips, Hoquiam, serving as snag captains.

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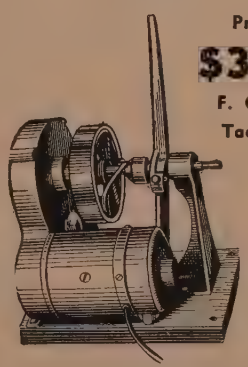

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Troll Catch Up, But Average Earnings Fell

Trollers working out of Puget Sound got credit for a lot of 1951 prosperity and fine fishing which they really didn't experience, in the opinion of average troll fishermen.

They say it is true the quantity of troll salmon landed in 1951 season was very good, but that the number of boats fishing was excessive; and they split up the catch so badly that the average boat did not do particularly well.

This was really important, because the prices also left a lot to be desired.

H. C. Morley of the troller *Martie M* says that, while the price of troll salmon looked pretty high alongside that paid for Albacore, the fact was that the salmon market for troll fish this fall was decidedly lower than a year ago. "The troll fisherman are bitter and discouraged this fall," he told PFN. "We got less per pound for our fish, but we pay more for everything we have to buy. Our costs are inflated, while our prices are reduced.

"While the total troll catch this year was good, the failure of the Albacore fishery, both as to volume and prices, turned so many vessels to salmon trolling that none of us made profitable shares in spite of the improved total catch."

Southern Calif. Fishermen Group Against Imports

The Los Angeles-Long Beach harbor fishermen are now officially organized as chapters of the Pacific Coast Fish Producers Institute and the California State Grange. Also so organized are a large number of Newport Beach fishermen and boat owners.

At Newport Beach, Karl McDougall of the *Blue Spray* is grange master, and Joe Vander Molen, whose picture appears with the group of Newport fishermen, is temporary chairman of the Newport branch of the Pacific Coast Fish Producers Institute.

Commenting on the importation of tuna, which has been the chief reason for formation of the Pacific Coast group and the affiliation with local grange chapters, Vander Molen said: Independent operators are facing complete extinction."

Edward Burrington of Long Beach has been elected master of the Los Angeles-Long Beach harbor grange, with Bill Wagner, president of the Southern California Commercial Fishing Boat Owners Assn., R. C. Engel, San Pedro, and L. T. Holdaway, Santa Monica, as executive committee members. All are boat owners.

At Newport Beach the Chamber of Commerce has appointed a committee to study threats to the local fishing industry by importation of Japanese tuna: J. B. McNally, sportfishing operator; R. L. Callis, General Petroleum distributor; and A. Haapa.

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FOR SALE: 28-ft. gillnet boat. 6-cylinder Kermath. Solid hull, self bailers, good sea boat. Power roller, fresh water cooling. Reasonable—$1200. Alvin Huhta, Rt. 1, Box 74, Warrenton, Oregon. Phone: 4186.

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SELL OR TRADE: 6-71 Graymarine Diesel with Twin Disc clutch—shaft and propeller. All in new condition. Sell or trade for lathe and machine shop equipment. Write: Box F-10, PF, PACIFIC FISHERMAN'S NEWS, 71 Columbia St., Seattle 4, Wash.

COMMERCIAL TROLLER for sale: 30' x 8½' beam x 3' draft. Chrysler Crown engine. Equipped with iron mike, radio-telephone, direction finder, gurdies. Write Box 226, Illwaco, Wash.

FOR SALE: 38 x 29 left hand, 4-blade brass propeller. 2½" standard taper. $125. Charles Thompson, Box 676, Newport, Oregon.

FOR SALE: New combination troller—halibut or salmon seining. 45' x 13' x 16'. Complete with tail shaft, tanks, etc. Ready for engine. For details see H. Gangmark, Pier 55, Seattle, or call EL. 4462.

FOR SALE: 40-ft. rebuilt troller "Cluny". 3-cylinder GM Diesel, refrigeration, Photo-Electric pilot, 35-watt phone, Kaar direction finder, gurdie, etc. $13,500. H. A. Thompson, Box 445, Toledo, Oregon. Phone: 3-2746.

FOR SALE: Motor vessel "Metekla". 70-ft. schooner-type dragger. 150 h.p. heavy duty Diesel. 5 h.p. auxiliary. Depth recorder, 50-watt phone, iron mike, direction finder. Fully rigged and ready to go. Heavy construction, sound. Makes fine tuna boat or tender. E. W. Hendrickson & Sons, Warrenton, Oregon. Phone: 4331.

MACHINE SHOP — Good opportunity for a marine man. Located on fishing boat harbor. Due to other interests will sell for a very attractive price. For details write F. Jacobs, Box 1317, Juneau, Alaska.

FOR SALE: Chrysler Royal engines, 8 cylinder, 141 HP—new! Priced for quick sale. SHERMAN SUPPLY CO., 2456-1st Ave. So., Seattle. SEneca 0061 or MAin 4802.

Builds Own Albacorer

Bennie F. Seymour of Hawthorne, Calif., who has fished since he was 14 years old, built his own boat this summer and fished Albacore. She is the *Buccaneer*, a 46x11 craft, powered with a Chrysler Royal engine, 4½:1 reduction.

Seymour, whose father and mother fish the mackerel scooper *Flying Star*, provided accommodations for four crewmen in his new boat. He says he used 14 tons of oak in the construction of the *Buccaneer*.

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Fishermen . . . See
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Tacoma, Eureka, Astoria
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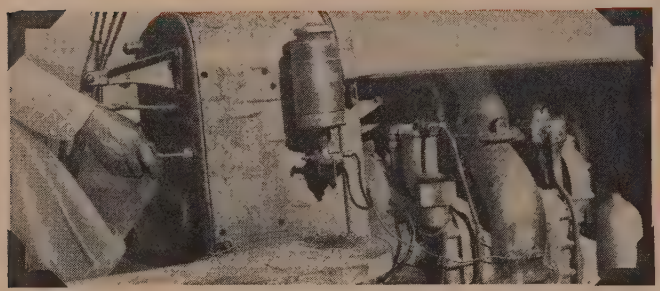
STANDARD ENGINEER'S REPORT

DATA

PRODUCT	Chevron Starting Fluid
UNITS	A. C. diesel engines HD-7 tractors
CONDITIONS	25° below zero weather—parked in open shed
EQUIPMENT	Permanent primer with atomizers on blower
FIRM	John W. Graves Heppner, Oregon

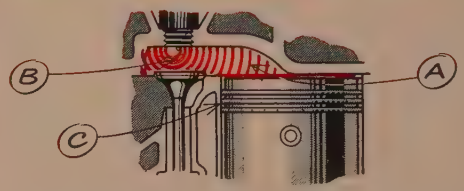
Engine starts on first turn at 25° below zero!



CHEVRON STARTING FLUID started this engine instantly every time during a severe Oregon winter, even when the tractor had been idle for several days in temperatures down to 25° below zero! John W. Graves, owner, says, "Power in the starter battery would last only for two or three revolutions of the engine, but Chevron Starting Fluid required only one turn to kick it off." With one or two strokes of the dash-mounted pump, fluid was forced from the storage tank (left center) into the "blower", before the starter button was pushed.

ATOMIZER NOZZLES, as shown on this diesel "blower", are also used to inject Chevron Starting Fluid into intake manifolds of gasoline engines. Complete primer equipment may be purchased from your fluid supplier. Chevron Starting Fluid comes in 3-pint cans, and capsules of two sizes—7CC's and 17CC's, packed 12 and 24 per can. It is approved by leading engine manufacturers.

How CHEVRON Starting Fluid Starts Gasoline and Diesel Engines Instantly



A. Atomizes in lowest temperatures and provides powerful, easily fired vapor in combustion chamber.

B. Pressure, or the weakest spark, fires mixture—turns engine and heats air for regular fuel mixture.

C. Contains lubricant and additives—prevent cylinder wear and ice formation in primer equipment.

HOT NEWS FOR COLD ENGINES

FREE BOOKLET gives you more facts on Chevron Starting Fluid—shows where it should be applied in different type engines. Write or ask for it today.

CHEVRON STARTING FLUID

TRADEMARK REG. U.S. PAT. OFF

STANDARD TECHNICAL SERVICE checked this product performance. For expert help on lubrication or fuel problems, call your Standard Fuel and Lubricant Engineer or Representative; or write Standard Oil Company of California, 225 Bush St., San Francisco.

STANDARD OIL COMPANY OF CALIFORNIA

C.F.C.A. Projects Tuna Cutting Bee; Elects Montgomery Phister President

Montgomery Phister, vice president, Van Camp Sea Food Co., succeeded James B. Lane, vice president, Westgate-Sun Harbor Co., as head of the California Fish Canners Association at the annual two-day meeting of the organization, held at Del Mar September 20-21.

Max J. Gorby, president, California Marine Curing & Packing Co., was elected to be vice president; G. P. Clark, vice president, Terminal Island Sea Foods, Ltd., secretary-treasurer. Roy H. Beaton succeeded himself as executive vice president and general manager, for the ninth time.

J. R. "Racey" Biven, president, Coast Fisheries Division of Quaker Oats Co., won the Miller Freeman perpetual golf trophy in its second year of competition. Nick F. Trutanich, French Sardine Co., was last year's winner.

The president's report showed considerable activity during the year by the executives and various committees. Five new members were added.

On tuna standards, now approaching two years of intensive work, by Chairman Al Vignola and his Tuna Standards Committee, with G. H. "Hoke" Clark as research specialist, sufficient data has been obtained for presenting to the Food and Drug Administration, probably before the end of the year.

"Cutting Bee" Proposed

An innovation, a Tuna Cutting Bee, was announced, to be held at Long Beach during the light of the moon in December. This will be under the auspices of the CFCA and NCA technical committees. Roy Beaton is chairman of the CFCA committee.

President Lane said this was definitely a forward step in the tuna industry, and may later include canned sardines and mackerel.

The California Tuna Research Foundation was officially formed in August, when presidents and heads of all tuna canneries met at Laguna Beach. Purpose of the organization is to begin a sales promotion campaign to increase distribution of canned tuna.

In California legislation, the CFCA succeeded in getting the proposed ban on imports of yellowtail from Mexico and Central America referred to an interim committee for two-year study. Other legislative actions noted:

Continued outlawing of summer pack of sardines for two more years; continued the Marine Research Committee, appointed by the governor and financed by the industry, for four more years;

Opening the Santa Barbara coastline, closed for years, for seining operations; succeeding in having amended the Orange County bill which would have prohibited seining, to permit partial operations from September 10 to May 1.

Within the industry the CFCA cooperated with the City of Los Angeles to increase supply of fresh water on Terminal Island; was in close touch with the Defense Fisheries Administration on controls; worked through the CFCA Fish Meal Committee, on establishing standards to guarantee protein percentages in meal.

A statistical division of CFCA has been formed for dissemination of statistical data to the public. Association worked with the U. S. Tariff Commis-

MONTGOMERY PHISTER

Vice president of Van Camp Sea Food Co., newly elected president of the California Fish Canners Association.

Jos. Porter Fibreboard

Lee B. Irish Coast Fishing

J. H. Seley

J. R. Biven The Winnah!

J. S. DeSilva South Coast

J. P. Morgan Continental Can

Glenn Martin Cal.-Tuna

Jack Snow Jr.

Cy Hopkins

E. W. Norridge Continental Can

K. J. Berglund Westgate-S.H.

W. W. Ambrose Westgate-S.H.

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OCEANIC SALES COMPANY

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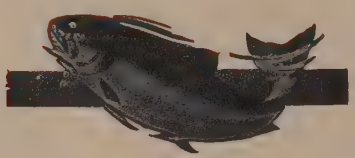
CANNED SALMON



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MISHAWAKA • INDIANA

sion on proposals to increase duties on canned tuna, this under the chairmanship of Don Loker.

The organization cooperated with Dr. Robert Gordon Sproul, University of California on formation of a statewide committee on fish and game, under the State Chamber of Commerce. This committee seeks to reconcile differences betwen commercial and sportfishermen on conservation and other matters.

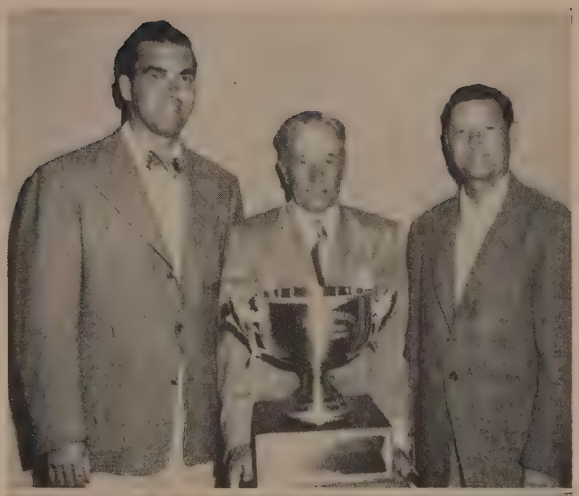
A Memorial Resolution, in three copies for family and plant, was voted by the organization for the late Joseph M. Mardesich, president, Franco-Italian Packing Co., who died at San Pedro, June 27, 1951.

The American and Continental Can companies cooperated, as customary, in being hosts at the cocktail hours and dinners for both nights. At the official banquet, Albert Vignola, head of West Coast Packing Corporation, and chairman of arrangements, officiated as toastmaster.

Among the Golfers

A complete surprise to all present, and an idea of Chairman Vignola, was the presentation of awards in cartoon form, each one depicting the outstanding highlight of his administration, to all living past presidents. Each one was given the title of "Grand Exhausted Tuna."

Awards were given to: Herbert C. Davis, 41-42; Lee Irish, 43-44; L. H. Holland, 44-45; Gilbert C. Van Camp, 45-46; J. R. Biven, 46-47; Albert Vignola, 47-48; Mel Marsh, 48-49; John Morris, 49-50; James B. Lane, 50-51. Roy H. Beaton, as executive vice president, also received an award.



J. R. Biven with the Miller Freeman Trophy, which he won in its second year of competition, between Nick Trutanich, left, 1950 winner, and L. B. Irish, tournament chairman.

J. B. Lane
1950 President

Max J. Gorby
Cal. Marine

G. H. Clark
Terminal I.

R. H. Beaton
CFCA Manager

Al Vignolo, right, being interviewed by Hap Holiday, left, of Cal - Tuna and Phol Bertram of Van Camp.

G. P. Shallenberger

Walter Forbes
South Pacific

L. T. Bradbury
West Coast

Chas. Buchan
Robert Beamon

William Rule
all Van Camp

M. D. Marsh
South Pacific

H. M. Blinn
Continental Can

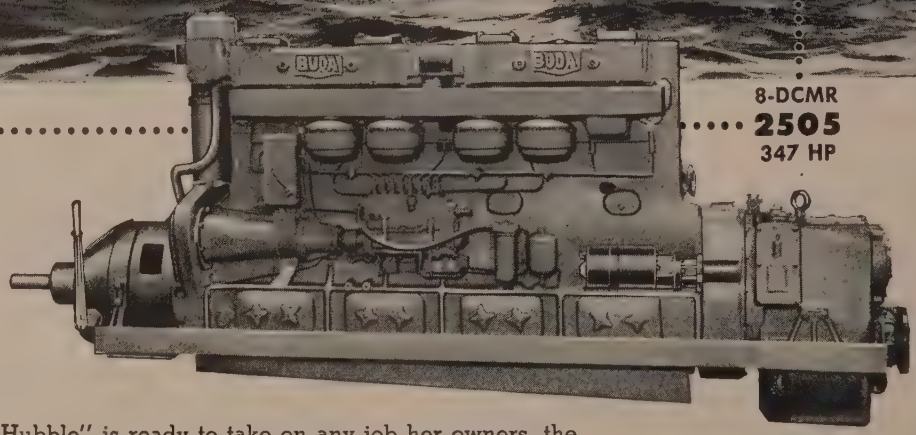
R. J. Rohrbach
Cal. Tuna

Awarding of the Miller Freeman trophy to Racey Biven, won enthusiastic acclaim for one of the lowest golf-handicap executives in the fish-packing industry. In his acceptance of the trophy for the next year, Mr. Biven took occasion to pay high tribute to Miller Freeman and his long years of service to the Pacific Coast commercial fisheries.

Lee Irish, vice president, Coast Fisheries, as chairman of the golf committee and toastmaster for awarding golf prizes, did his usual excellent handling of this phase of the official banquet. Prize winners in the various phases of golf competition included: L. T. "Mike" Bradbury, West Coast; J. H. Seley, James H. Seley Company; William Rule, Van Camp; J. P. Morgan, Continental Can; Robert Beaman, Van Camp; Joe Porter,

Built for Work... Powered for Profit...

with a BUDA "2505" Marine Diesel



8-DCMR
2505
347 HP

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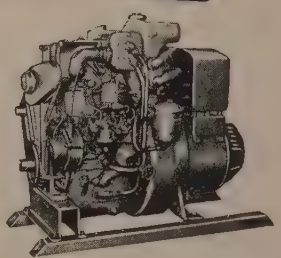
2505 Cu. In. piston displacement of these big Budas provides the slow, steady, smooth power and extra reserve demanded by workboat and fish boat operators. Buda Diesels are quiet . . . easy on fuel . . . simple to maintain. They guarantee more operating hours between overhauls and their record for dependability is known all over the world. Ask your nearby Buda Marine Distributor about Buda 2505 Diesels today. Write for Bulletins and full details.

The Buda Company, Harvey, Illinois



"A. G. Hubble" is equipped with a 3KW 32 Volt Buda Diesel-Electric Generator Set... a small, compact, dependable power source. Ask for special Bulletin on Buda Marine Diesel-Electric Generator sets.

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BUDA

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Fibreboard Products; Gordon P. Shallenberger; W. Wade Ambrose and K. T. Berglund, Westgate-Sun Harbor Company; Mel Marsh and Walter Forbes, South Pacific; Stanley Hurdt, American Can; Wilbur Wood, retired president, Southern California Fish.

Among guests present were, H. M. Blinn, Pacific Coast manager, Continental Can Company, San Francisco; Alexander Black, sales manager, American Can Company, Los Angeles; Jack Snow, Jr., Snow & Company, Los Angeles; A. J. Finstad, Longview Fibre Company, Los Angeles; William Flynn, American Can, Los Angeles; Russ Burkett, A. Carlisle & Company, Los Angeles; Clarence Bessing, Schmidt Lithograph Company; Charles R. Carry, director, Fishey Products Division, NCA; and Dr. W. M. Chapman, director of research, American Tunaboat Association. Sixty-five members of CFCA and guests attended.

Mexico's Pacific Shrimp Season Opens With Catch and Call Good

Mexico's Pacific shrimp season for open waters, from Rocky Point and San Felipe, at the northern apex of the Gulf of California, to Salina Cruz, opened October 1. Bay fishing with cast nets had opened earlier and had produced an estimated 20 carloads by that date.

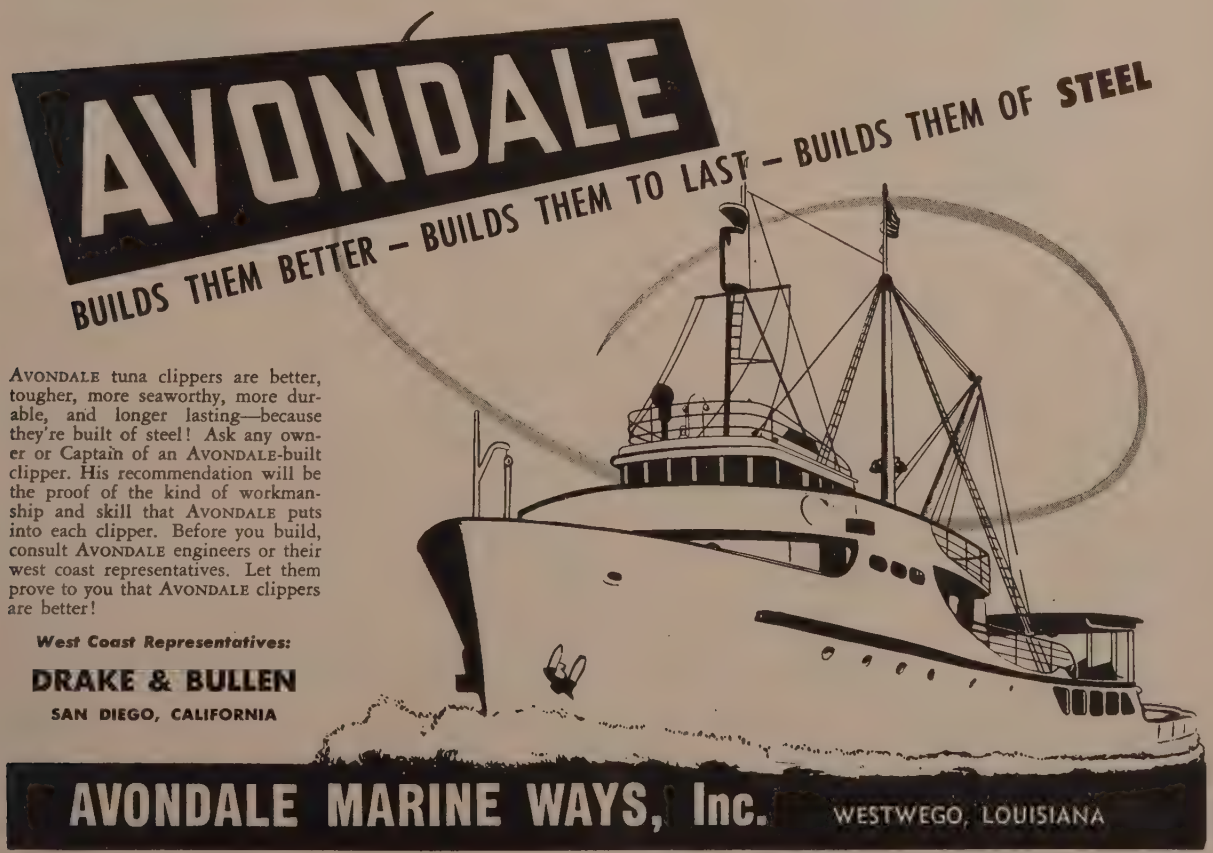
Heavy rains over the area, after a two-year drought carried plenty of feed into the shallow bays and esteros, resulting in larger shrimp than had been anticipated. While some of the earlier-caught shrimp moved to eastern markets, the west coast bought all available and was hungry for more.

Prospects for a good season from open-water trawling were excellent, as the largest fleet in the fishery's history moved into action, October 1. On that date, under-15 was quoted for top quality, layer pack, premium brands of frozen green shrimp, at 75¢-80¢; 15-20, 75¢; 21-25, 65¢; 26-30, 55¢; 31-42, 45¢; 43-65, 40¢. Second grade was a general 3¢ per lb. under these prices.

All the principal importers received shrimp from the bays, with Marine Products Company getting the lion's share from Pesquera de Topolobampo, the largest producer from cast-net fishing. Wilbur-Ellis Company got shrimp from its principal producer, Productos Congelados, from that concern's La Reforma plant, north of Mazatlan.

Fortuna Foods, Inc., Los Angeles and Dallas received a number of cars from Hector Ferreira's Pesquera E Industrializadora de Guaymas plant, and at least one car from the firm's freezer ship *El Guaymense*, receiving bay shrimp from locations off Cullican. Parrott & Company's shrimp imports were being handled this season by Koulouris & Caseratto.

The Mexican west coast industry, which last season suffered some financial reverses, due to over expansion and a sharp drop in production during the last half, was reported last month as having received substantial loans from that government, of a five-year basis. Freezer plants at Guaymas were said to have shared 5,000,000 pesos, and probably others located farther to the south, received financial aid.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BUILDS THEM BETTER – BUILDS THEM TO LAST – BUILDS THEM OF STEEL
AVONDALE tuna clippers are better, tougher, more seaworthy, more durable, and longer lasting—because they're built of steel! Ask any owner or Captain of an AVONDALE-built clipper. His recommendation will be the proof of the kind of workmanship and skill that AVONDALE puts into each clipper. Before you build, consult AVONDALE engineers or their west coast representatives. Let them prove to you that AVONDALE clippers are better!
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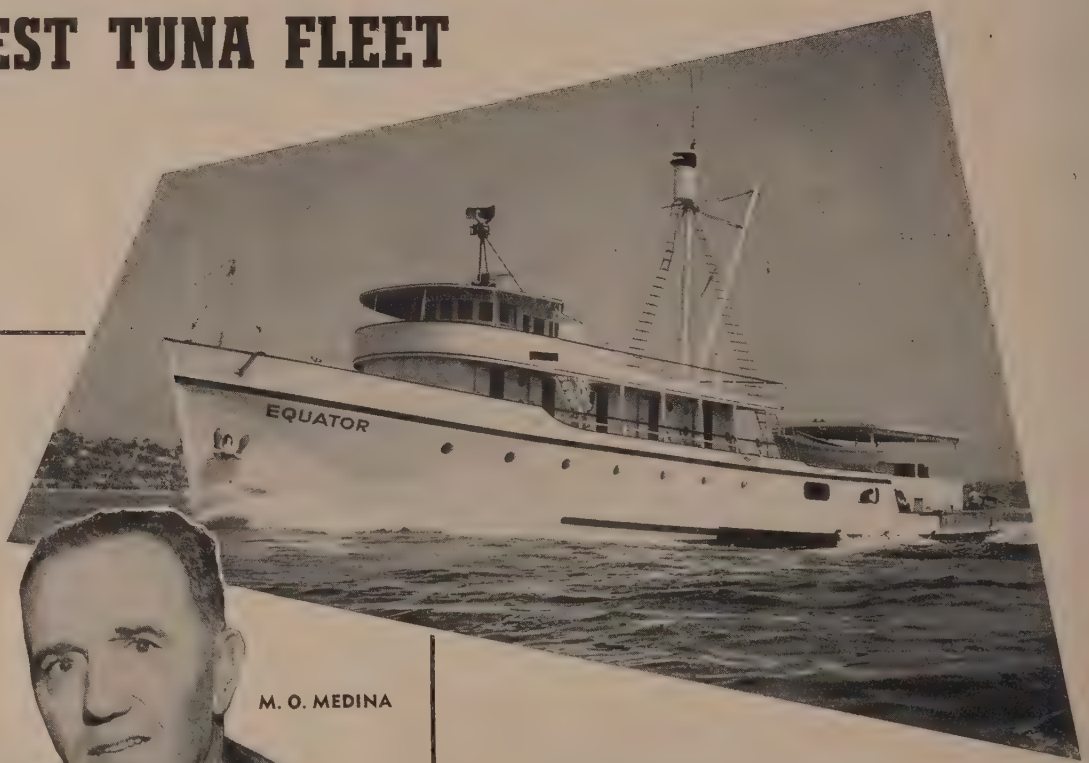
"NATIONAL" designed - "NATIONAL" built...

the EQUATOR joins the WORLD'S FINEST TUNA FLEET



M. O. MEDINA

Launching of the tuna clipper Equator at the National Steel and Shipbuilding Corporation plant July 28 marked another milestone in the career of M. O. Medina, a pioneer in the tuna fishing industry.

Mr. Medina came to San Diego in 1912, a year after arriving in this country from his native Pico Island, in the Azores group, he built his first fishing boat, the Pacific, in 1914, then the Oceanic, following with the Atlantic, a 110-footer, whose capacity of 160 tons of fish made it the largest tunaboat operating on the West Coast at the time.

Mr. Medina currently owns the majority stock in the clippers High Seas, Star of the Sea, Normandie (159'6" in length with a capacity of 450 tons of fish), and the Equator. The Ecuador, sister ship of the Equator, is being built for him at National Steel.

Mr. Medina's waterfront activities include an interest in the High Seas Tuna Canning Co. (of which he was formerly president). He is a director of the American Tunaboat Association and served as its President last year

EQUATOR, built for M. O. Medina, and the first wood tuna clipper turned out at National Steel and Shipbuilding Corporation, is 138 feet, 3 inches long, with 31'-4" beam and 15'-6" depth. Capacities are 360 tons of fish; 60,000 gallons of fuel oil; 1,500 gallons of fresh water (water maker); 1,700 gallons of lubricating oil. Cruising range, 20,000 miles. Crew's quarters, 19 men.

Powered by Enterprise DMG Diesel, single acting, direct reversible, 4-stroke cycle, 12"x15" 490 RPM, supercharged to provide 925 BHP, driving 96" propeller through 2:1 reduction gear.

Auxiliary Diesel Generators: Two Murphy 6-cylinder 1200 RPM 158 BHP Diesels direct-connected to 110 KW, 125 volt DC generators. One General Motors model 6-71, 6-cylinder, 1200 RPM, 90 BHP Diesel direct-connected to a 125 volt, 60 KW DC generator.

The bait box and all of the brine wells are lined with ¼" thick steel plate insulated with cork. The vessel has a Sperry steering system which provides manually controlled electric and automatic steering. Four 6" x 6" Kohlenberger ammonia compressors supply refrigeration.

NATIONAL STEEL AND ★ SHIPBUILDING CORPORATION

HARBOR DRIVE AT 28th ST. ★ PHONE FRANKLIN 9-8065 ★ SAN DIEGO 12, CALIFORNIA

"EQUATOR"

The Tropics Will Know Her Well

Equator — and her sister clipper, *Ecuador* — new wood hook-and-liners at San Diego, represent Capt. M. O. Medina's evident desire to recognize, in naming his tuna clippers, the various locations of his long fishing and business career.

He named the first clipper ever built *Atlantic* in 1926, because his ancestral home was Pico Island in the Azores. He named another *La Playa* for the village on Point Loma, San Diego, where he settled; and there have been others geographically named through the long years.

Now come two more, and these honor the locations where the source of his wealth, represented by thousands of tuna tons brought home in refrigerated holds of his clippers from banks in vicinity of the equator and offshore from Ecuador.

Equator was first from the yard of National Steel & Shipbuilding Corporation, departing on her maiden cruise in early September, with Esmael Virissimo, a co-owner, as skipper. She'll fish for High Seas Tuna Packing Company, a subsidiary of French Sardine Company. *Ecuador* will not be ready until the end of this year.

Designed by Omar Schmidt, the NS&S naval architect for wood vessels, *Equator* is a conventional hook-and-liner, built to specifications and machinery layout long proved by "M.O." in a fishing vessel operations as efficient and economical for the strenuous and exacting job she had to do.

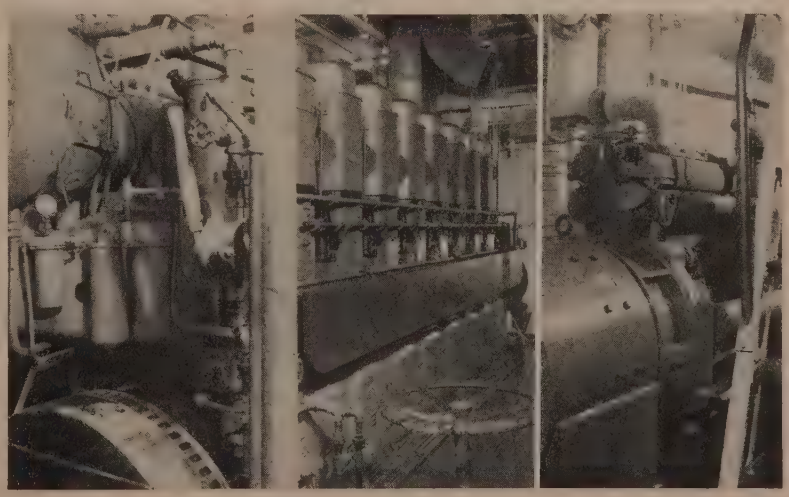
General dimensions are: Length, 138'3"; molded beam, 31'4"; depth, 15'6". Stern is a true fantail. Immense strength of hull is gained by 5" double fir framing, spaced 20" on centers. Deckhouse, with fir studding, are of plywood. Accommodations are provided for a crew of 19 and the clipper, being owned by Portuguese-Americans, has the traditional chapel.

Cargo All In Steel

Fish-carrying capacity was estimated on departure at 360 tons held in 10 wells and two tanks on the main deck. A feature here, is that all wells and bait boxes are of steel.

Compressors are by Kohlenberger, four 6 by 6 compressors, mounted on the main deck directly above the en-

The 925-hp. Enterprise supercharged diesel engine that drives "Equator" is shown on the left, while one of her twin 158-hp. Murphy diesels is seen on the right. It turns a 60-kw. generator, while the main diesel delivers its power through a 7.25" Monel shaft.



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AIR CONDITIONING and REFRIGERATION

FIRST with the Fleet's FINEST!

In ever-growing numbers, the finest of the Pacific's tuna clippers choose BAKER for refrigeration.

Among BAKER-equipped tuna clippers commissioned recently is the 127-foot "Conte Bianco" built this year for Andrea Castagnola, Capt. Laurie Massa & Associates by the National Steel & Shipbuilding Corporation, San Diego.

For Dependable Refrigeration . . . BAKER is the First Choice and the Finest!

BAKER ENGINEERING CORPORATION

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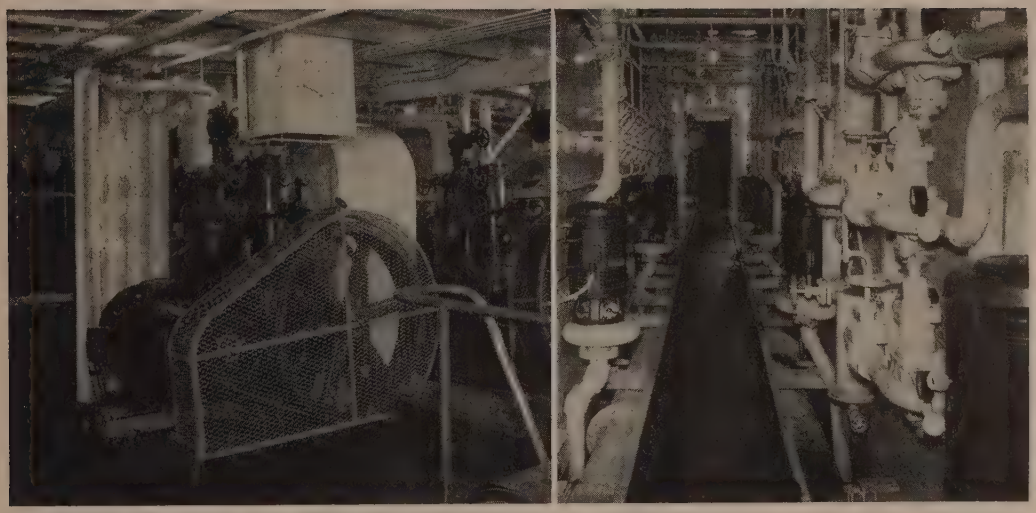


"Equator's" refrigeration system depends upon four 6 by 6 Kohlenberger compressors, driven by 30-hp. motors. Two of them are shown in the left picture. The exceptionally roomy shaft alley with its vital pumps and piping, motors and manifolds is shown on the right. All motors and pumps are of Fairbanks-Morse manufacture.

gineroom. The machines are driven by 30-hp. General Electric motors. There is also a 3 by 3 Kohlenberger compressor for galley and ship's stores.

Propulsion engine is a Model DMG-38, 8 cyl. super-charged Enterprise diesel, 925-hp. at 480 rpm. The plant is unusual in being equipped with a Universal reduction gear, giving her more speed. Over the measured mile in San Diego harbor, she made 12.2 knots.

Later, while cruising south on her initial voyage, word came back to the yard by radio that the clipper was logging a steady 11.6 knots, with the Enterprise turning 430 rpm.

The tail shaft is of Monel metal, 7¼"; bearings are Goodrich Cutless rubber, and the wheel, 3-bladed bronze, 95" diameter by 75" pitch, is by Lambie Propellor Co.

For needs of his essential auxiliary machinery, Capt. Medina chose Murphy diesels, supplied by Diesel Technical Service, San Diego distributors. These are a pair of Model 21 engines, direct-connected to 105-kw. Columbia direct-current generators. There is a standby, a General Motors 6-71 diesel, driving a 65-kw. generator.

Exhaust Heat Used To Make Fresh Water

Bait pumps, vertical type, with motor mounted on top, are three 10" Fairbanks Morse, driven by 30-hp. Circulation system for brine, uses 11, 3 by 3 Fairbanks Morse pumps, by 5-hp. motors.

The clipper is operated by pilothouse control. The steering is by a Sperry Mark IV engine, and there is a Sperry wheel stand. Sonic depth finder is a 1,000-fathom "Fathometer." Radar also is by Raytheon. The radiotelephone is 500 watt. The 18' tuna tender is by Kettenburg, San Diego, and powered by a Chrysler Crown, direct drive. All topside painting was with Woolsey paints, supplied by Coast Equipment Co.

To augment the supply of fresh water, there are two exhaust distillers, operated from the Murphy auxiliaries, with a capacity of 500 gals. daily each.

Equator has a cruising capacity equal to taking her to tropical fishing banks and return without refueling. She carries 59,000 gals. of diesel fuel, and has capacity for 1,200 gals. of lubrication.

Peruvian Tuna Freezing Venture is Projected

Contract with Peruvian producers for substantial quantities of tuna—expected to run about 600 tons monthly—was announced early this fall by G. O. Basil Hackett of Vancouver, B. C., head of Palmer Fisheries, Ltd.

He said that the contract had been negotiated in Peru by Dr. Harvey McMillin of Seattle, who has been in that country for some time as representative of Palmer Fisheries, Ltd. Dr. McMillin is well known to Pacific fishery operators, having been a Bureau of Fisheries biologist before the formation of the Fish and Wildlife Service, later a member of the faculty of Seattle Pacific College, and during the war a fishery advisor in Peru under a foreign economic program.

Mr. Hackett said that he would charter one of the freezerships which operated on Bristol Bay last summer. The vessel would be stationed in Peruvian waters to receive and freeze tuna delivered by fishing vessels. Frozen fish will be shipped to Pacific Northwest ports by refrigerated cargo steamer, rather than carried by the freezership itself. He expected the freezership to get away by November.

Castle & Cooke Buy Hawaiian Tuna Packers

Allan S. Davis, president of Hawaiian Tuna Packers, Ltd., recently announced that he has disposed of his 56-per cent holding in the company to Castle & Cooke, Ltd., which some years ago purchased substantial minority interest in the pioneer mid-Pacific tuna canning company.

Mr. Davis will devote himself to business administration in Honolulu.

With the sale Hawaiian Tuna Packers, Ltd., becomes a wholly-owned subsidiary of Castle & Cooke, Ltd.

N.C.A. Dedicates New Pacific Coast Laboratory

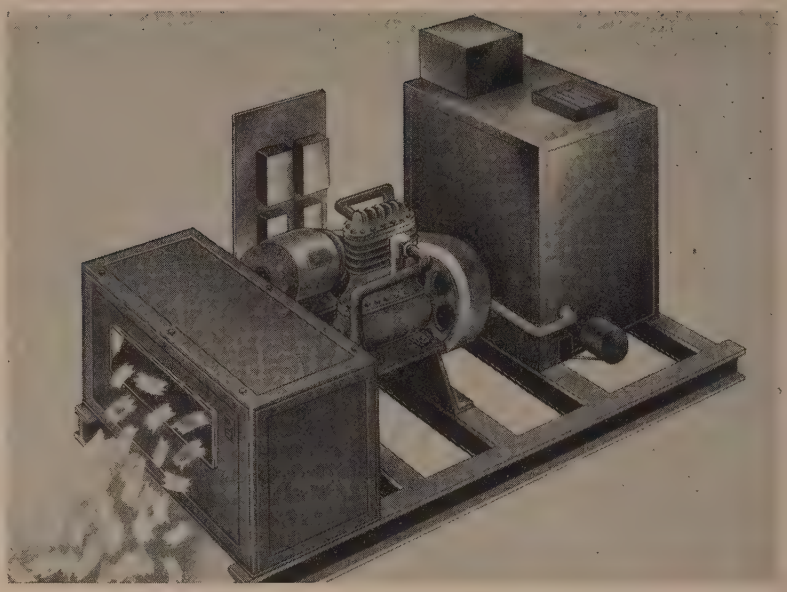
New research and testing laboratory of the National Canners Association to serve the canning industry of the Western states was dedicated at Berkeley, Calif., in October.

Built and equipped at a cost of about $500,000, the laboratory will provide technical and scientific research and testing facilities for Pacific fish canners, many of whom attended the dedication.

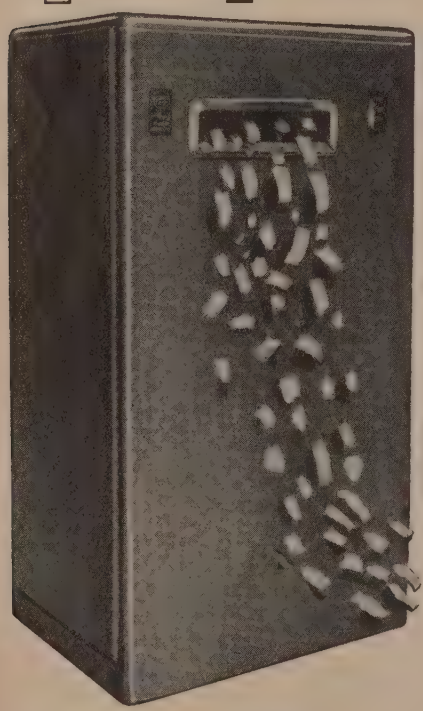
M. E. Brooding of the California Packing Corporation, and chairman of the executive committee of the Pacific Fisheries Conference, was a member of the N.C.A. committee in charge of planning and construction of the laboratory.

York
refrigeration
air conditioning
REG. U.S. PAT. OFF.

Freeze your own FLAK ICE



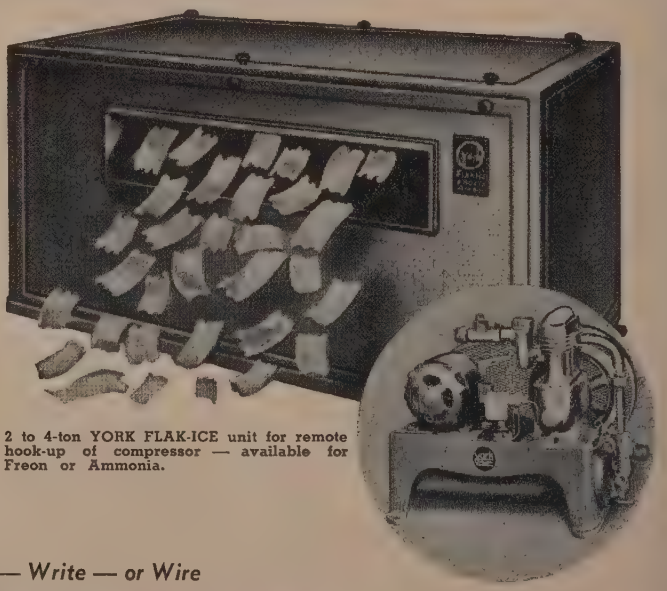
4-ton packaged YORK FLAK-ICE unit including DER-25 FLAK-ICE machine, 10-h.p. compressor unit and water economizer*. (*Optional).



1-ton packaged YORK FLAK-ICE unit with self-contained compressor.

With a Complete FLAK-ICE Making Plant Designed for the Fish Packing Industry

★ SIMPLE TO INSTALL — Requires only the connection of electric power and water for instant use.
★ DEPENDABLE — Backed by years of YORK research. Designed for easy replacement of wearable parts. Major parts (including ice drum) don't wear out. Complete operation and maintenance instructions. Standard replacement parts stocked locally.
★ FULLY AUTOMATIC — Operation entirely automatic. Complete protection with automatic pressure and electric control devices.
★ TESTED — Completely sealed — tested — inspected — before shipment. Heavily crated to assure safe arrival.



2 to 4-ton YORK FLAK-ICE unit for remote hook-up of compressor — available for Freon or Ammonia.

SERVICED and ADJUSTED — Factory trained technician made available each year to Alaska canneries prior to fishing season. Avialable year around at Washington canneries.

Call — Write — or Wire

REFRIGERATION ENGINEERING COMPANY

2120 SECOND STREET ELIOT 2221 SEATTLE 1, WASHINGTON

FOOD FISH MARKETING

News and Views of National Trade in Fish and Shellfish

Chums Catch Fire at $16

Chums caught fire in the salmon market early this fall in the wake of repricing at $16, and the volume of business passed at this figure, $5 below the level of Pinks, really cut into the pack.

As this was written at presstime for this issue the buyers were taking a half-breather as they watched developments on Puget Sound, where the fishermen were declining the packers' price offer, and there was then doubt (some) as to whether or not fall operations would add much to the volume of Chums available for sale.

Packers were confident that the Chum situation was sound, and some were declining to confirm orders except for immediate shipment and prompt payment. A few hinted at higher pricing.

Army Action Important

There was a good deal of marking time in October pending Quartermaster action on the offers of salmon in response to the Army's call for 315,000 cases.

The amount of Reds bid was far under expectations, and a substantial part of the offers were at the $32 ceiling price, which the Army had indicated it considered somewhat too high. Almost exactly half of the entire amount was offered in Coho talls, but here again ceiling tags on some offers were expected to react against business.

The bids left room for the Army to purchase about 100,000 cases of Pinks —or else to buy at levels slightly higher than its indicated top prices.

Certainly the amount of Coho talls offered will cut a very big hole in the amount of these goods available for civil consumers. The same cannot be said of Coho halves, of which there is still an ample stock. Whether good Coho halves could still be bought at $13 was doubtful at presstime, as it was known that the principal offerings at that level had been quickly snapped-up. Goods of this grade were being quoted at $14 and $15.

Since last month's report was written the principal national brands of Reds—Libby and Del Monte—were offered at the $32 ceiling. Other packers stood by their earlier offerings at $1 less.

Halves Tend To Weakness

Pinks found fair call at $21. Probability that the late fall Chum pack will not be particularly large, plus the active early autumn shrinkage of Chum stocks, as this was written had imparted marked strength to Pinks.

A general look at the salmon market as it stood late in October leaves the conclusion that tall salmon generally is in good position. Halves admittedly suffer from the weakness in tuna.

Red halves have found very fair demand at $18, but as this was written Puget Sound Sockeyes were a bit draggy, with sellers regarding them at $19 (machine) and $20 (hand) as constituting the bargain item in the salmon list.

Southern California Canned Fish Prices

Quoted f.o.b. presstime.

TUNA

Advertised Brands:

White Meat, Fancy	$15.00
Light Meat, Fancy	$14.75
Light Meat, C&F	$13.00
*Light Meat, Grated	$ 9.00-$ 9.50

Private Label:

White Meat, Fancy	$13.00-$13.50
Light Meat, Fancy	$12.00-$13.00
Light Meat, C&F	$10.50-$11.00
Light Meat, Grated	$ 9.00-$ 9.50
D & L	$ 7.50-$ 8.00

*Secondary labels.

TONNO

½s. 48	$15.00-$15.75
¼s. 100	$16.00-$17.00

MACKEREL

Pacific, talls/nat., 48	$6.25-$6.50
Jack, talls/nat., 48	$4.75-$5.00
Jack, ovals, t/s, 48 (export)	$7.00

SARDINES

15-oz. tall, nat.	$5.00
15-oz. ovals, t/s	$7.00

Export:

15-oz. tall, nat.	$4.85
15-oz. ovals, t/s	$6.85
15-oz. talls, t/s	$5.55-$5.60

SQUID

15-oz. tall, nat. (export)	$4.50

Tuna Movement Active— At Profitless Levels

Southern California's tuna fleet—with a sizeable assist from foreign imports—added over 16,000 tons in September to the year's already whopping big score. Packers continued to maintain, as they have all year, that the pack was moving ahead of sales. The September tonnage meant 781,000-odd cases processed.

Canned tuna was selling briskly over the country, there could be no doubt of that; but packers could well wish it weren't, because apparently no one was making any profit. Leading canners had re-instated secondary labels for grated, which was being generally quoted at $9.00, certainly a non-profit item.

White Meat, fancy, was reported being quoted along the eastern seaboard at $12.50 to compete with Japanese solid pack, in oil; although on advertised brands the general f.o.b. west coast quotation on Light Meat, fancy, was $14.75. White Meat, solid, west coast, private label, was $13.00 to $13.50—all of which indicates that White Meat has definitely lost its prestige position in the trade.

At the most, 10,000 tons were represented by boats at sea on or after October 1, whereas last year, the final three months saw 34,200 tons delivered in Southern California. Thus, provided there isn't a late slug of imports, frozen or canned, the industry should fall 1,000,000 cases behind 1950, which will reduce the carryover into next year considerably.

SEATTLE MARKET

Prices openly quoted at Presstime, f.o.b. Pacific Northwest terminal points, in cases of 48s.

SALMON	Ceiling	Quoted Price
Red, tall	$32.00	$32.00-$31.00*
Red, half	19.25	18.00- 17.50*
Pink, tall	21.00	21.00
Chum, tall	19.00	16.00
Chum, half	11.50	9.00- 11.00
Coho, tall	25.00	25.00
Coho, half	15.00	13.00- 15.00
Chinook, fcy.	23.00	21.00- 23.00
Sockeye, hf.	22.00	20.00
Sockeye, mf.	21.00	19.00
ALBACORE, fcy.	——	13.25- 15.00*
CRABMEAT, half	——	28.00

*Lower price for goods packed from frozen Bristol Reds.

Jerry Scharer, general sales manager of the French Sardine Co. of Terminal Island, Calif., gives sample case of tuna to aviatrix Aileen Pickering, who is flying her Cessna 'Star-Kist" on a national air tour for the food packer following her participation in the annual All-Women Transcontinental Air Race. Star-Kist has launched an aggressive merchandise promotion and public relations campaign.

Frozen Halibut Market Firm, Demand Good

Frozen halibut was moving into consumption in orderly manner as autumn advanced, with chickens already so scarce as not to be quoted generally.

Medium and large halibut were variously quoted from 26 to 28¢ per lb., rail cars, f.o.b. coast as this issue closed. At these figures they were finding steady demand, and were reported to be moving into consumption satisfactorily in New York and Boston at 32 to 32½¢, ex-freezer.

Chickens were so reduced in volume as to require individual dealing.

At time of writing large Silver salmon, 6 to 11 lbs., dressed, were selling fairly at 40¢ per lb., rail cars, f.o.b. coast.

Most of the smaller Silvers went into cans and were reported too scarce for quotation.

The pack of frozen Falls was still to be made at presstime and the market was not sufficiently distinct to be quoted.

Japanese Frozen King Crab Offered here

A small shipment of King crab from Japan, packed in 5-lb. cartons, leg meat, shells off, was recently received in Los Angeles by Koulouris & Casaretto Company. It was reported offered to the trade at 95¢ per lb., considerably under the Alaskan product offered in Southern California.

"Cabinet Competition" Only Packaged Fish Handicap

"Cabinet competition" is the principal, and virtually the only, choke-point in the otherwise consistent and encouraging development of the packaged frozen fish business in the San Francisco market, says J. D. Williamson, head of Fortune Fisheries. By that he means that there still are not enough, and not large enough, frozen food cabinets to care for the storage and merchandising requirements of the steadily increasing, steadily improving, line of frozen foods, in which fish are only one of several divisions.

Save for this one choke-point, which is being gradually overcome, Mr. Williamson believes the marketing potential for packaged frozen fish in the San Francisco territory is virtually unlimited.

William Frankland brought broad smiles, cigars, and things, to the Seattle headquarters of the Kelley-Clarke Co., Seattle salmon distributors in October with the announcement that his first-born, David, had arrived and was already showing interest in the salmon selling business.

COLUMBIA RIVER PACKERS ASSOCIATION, INC.,
ASTORIA, OREGON

"A NEW HIGH IN QUALITY"

CALIFORNIA TUNA CANNING CO.
P.O. BOX 13074, SAN DIEGO 13, CALIF.
EARL M. NIELSEN, PRESIDENT

"Packed with the Wiggle in its tail"

NEW ENGLAND FISH CO.
Seattle, Wash.
Since 1868
Producers • Packers • Distributors
Canned • Fresh • Frozen • Seafoods

"Rose Bowl" Advertising Launched in Phillipines

An extensive program of advertising its "Rose Bowl" canned sardines throughout the Philippine Islands, was began by California Marine Curing & Packing Company, Terminal Island, in early October. J. R. Barry & Company, Los Angeles, exclusive sales agents for the company's canned sardines, tuna and mackerel, handled details of the campaign.

For the present the promotional campaign was confined to newspapers, using one English language and three dialect newspapers and a woman's magazine, the total reaching an estimated 400,000 readers. The program, originating at Manila, is for 26 weeks, using half pages, some in color.

Tuna to Postmasters

Thirty cases of "Neilsen's" fancy tuna was sent as a gift to delegates of the National Association of Postmasters in Washington, D. C., September 15, by California Tuna Canning Company, San Diego, Earl M. Neilsen, president. The canned tuna was sent to Washington by air parcel post and the mailing fee was $739.

To do a better sales job for you in California
3rd largest food market in America!
FRESH • FROZEN • SALTED
SMOKED & PICKLED FISH
and SEA FOODS
HOWARD T. BURGE CO.
PACKERS' SALES AGENTS • 1709 W. 8th St., Los Angeles, Calif.
AGGRESSIVENESS • "KNOW-HOW" • EXPERIENCE

The BUYERS' CORNER

In an effort to make the Food Fish Marketing feature of PACIFIC FISHERMAN of maximum use to canned fish buyers, this space will be devoted monthly to the development of topics of particular interest to men charged with the volume buying of America's fish supplies.

ANCHOVIES and SARDINES

"Why don't California packers can their anchovies as sardines? They can pilchards as sardines; and in Maine they can herring as sardines. Why not anchovies?"

This question is asked occasionally by the acute. The answer is that the Food and Drug Administration has ruled that only fish of the Family Clupeidae may be canned as sardines —and that anchovies, while of the Suborder Clupeoidea, are of the Family Engraulidae, cousins once removed, as it were.

This is the old-fashioned view. Today's scholars generally rank anchovies as a genus of the Herring Family.

However, F & D holds the Old-Time Zoology is good enough for it.

California anchovies made a fine "sardine" pack, but in that style they are a long way from Mrs. Smith's idea of anchovies.

Why can't they be packed like the Italian and Portuguese product? Because American cannery help won't work for Italian and Portuguese wage scales.

"Make Mine Bluefin," Says the Tunaman

Tuna men—like those "who know tobacco best"—have their preference. In general, tuna men choose Bluefin, which is the darkest meat of all, but in their opinion superior in flavor.

Bluefin tuna — scientific name, *Thunnus thynnus* — has been very scarce since 1947. Last year only 15,681 cases were packed, as against 342,309 cases in '46. On the Pacific it is caught exclusively by purse seiners, cannot be snared with hook and line like Yellowfin, Skipjack and Albacore (sport anglers sometimes get a bit; seldom land one). Pacific fishing banks are off Lower California and Southern California.

ROBERT L. STIX, INC.
Sales Representative
CANNED & FROZEN FISH & SEAFOOD
260 West Broadway, N. Y. 13, N. Y.

PACIFIC PEARL CRAB, SALMON, CLAMS, TUNA AND OYSTERS

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Exclusive Sales Agents
701 Central Building - Seattle 4, Wash.
Telephone ELiot 1272 • Teletype SE-573

Quality Pink Salmon
KELLEY-CLARKE CO.
American Building
Seattle 4, Washington

Sardines Sell $1 Below Ceilings While Trade Watches Pack Volume

Marketing of California sardines moved at a slow pace and at prices around $1 per case below average ceilings as the industry got into actual production with October. Operators generally reported that advance orders booked at $7 for ovals tomato and $5 for talls natural required all the products of early operations.

There was an acknowledged lack of domestic interest in sardines, and to the time this is written export business has been lacking or limited to very small volume.

One Monterey packer put it in these words:

"There are mighty few poor people in the United States today: too few to make an active domestic market for sardines. The export market, on the other hand, is too poor in dollars at least."

Domestic prices generally as the Southern California production season opened were $7 for ovals tomato, $5.75 for talls tomato and $5 for talls natural. For export sales, quotations on these same grades were $6.85, $5.60 and $4.85. Operating under Regulation 22, most sardine packers have domestic ceilings approximately $1 per case over current quotations. This leaves room for advancing prices which some thoughtful students of the situation believe will come as the volume of the current pack becomes more clearly outlined.

While present prices are in line with those of the preceding season, they do not in any way reflect the increased cost of fish, of materials, of labor, and of doing business generally.

Industry opinion is unanimous that there is no prospect this season of a pack approaching the record 5 million cases put up in 1950-51. So strongly was this view held in some quarters that a number of substantial operators in the Southern California district held their packs off the market at the start of the producing season in October, preferring to let the production picture clarify and perhaps establish the soundest of higher prices.

FROZEN FISH PRICES, SEATTLE

Prices quoted at presstime for top quality frozen fish in boxes, car lots, f.o.b. Coast.

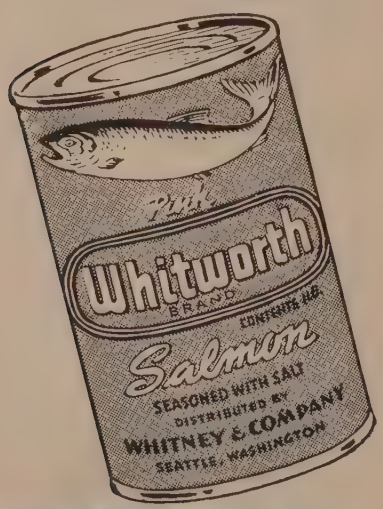
	Per lb.
HALIBUT	
Medium	26¢-28¢
Large	26¢-28¢
SALMON	
Silver 6-11 lb.	40¢

Stix to Australia

Robert L. Stix, former Seattle fish sales manager, who is now engaged in fish merchandising and distribution work in New York City, left Seattle in October for several months business trip to New Zealand, Australia and Japan.

Mr. Stix is an important factor in distributing Australian lobster tails in this country, and contacts with his principals are among the primary objectives of the trip.

He said that his advertisement in the *Food Fish Marketing* section of *Pacific Fisherman* had done him more good than any other advertising he had ever purchased; and that he finds the *FFM* section of this journal of great and growing interest as well as of business value.



Whitney's Quality

Whitney's—Alaska Red Sockeye
Whitney's Best—Blueback and Chinook
Red Rambler—Fancy Cohoe Salmon Steak
Golden Shore—Chum

WHITNEY & COMPANY
Seattle, Washington

AT YOUR NEIGHBORHOOD FOOD STORE!

Canned Salmon and Tuna
—Factors for 32 Years—

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1800 Exchange Bldg.
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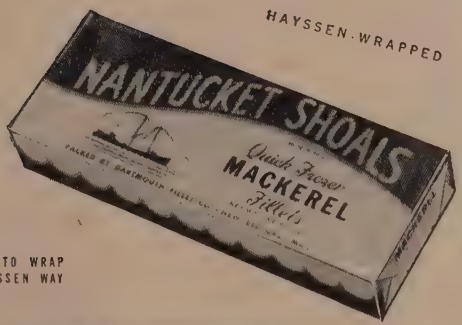
C. F. BUELOW COMPANY, INC.
Distributors:
ALASKA and PUGET SOUND CANNED SALMON
NORTHWEST TUNA and CRABMEAT
SMITH TOWER — MAIN 4464 — SEATTLE 4, WASHINGTON

HAYSSEN-WRAPPED

HAYSSEN-WRAPPED



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THE HAYSSEN WAY

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ELECTRIC EYE WRAPPING MACHINES

Hayssen Automatic Wrapping Machines produce neat packages at low unit-cost. Six-sided designs are registered by the Hayssen Electric Eye, and uniformity in appearance is maintained. One machine wraps many package sizes, and handles wrapping material in economical rolls. Send today for descriptive literature.

HAYSSEN MFG. COMPANY • SHEBOYGAN, WIS.

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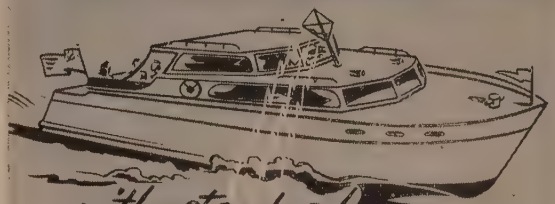
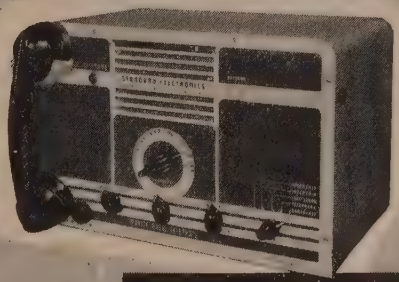
2-WAY RADIO COMMUNICATION—



with standard
BROADCAST RECEPTION!



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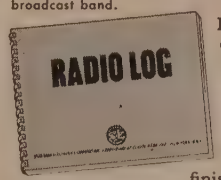
MARINE RADIO-TELEPHONES

ILLUSTRATED
MODEL MT-251
featuring four communication channels plus reception on standard broadcast band.

SIMPLE TO OPERATE . . .
ECONOMICAL TO OWN . . .

Now, at low cost, boating enthusiasts can enjoy the added pleasure and safety of dependable ship-to-ship, ship-to-shore and coast guard radiotelephone service. Four compact, attractive, dependable models feature high efficiency, low power drain, rust proof finishes, and simplified operation. A flick of the finger selects the desired channel and automatically locks both transmitter and receiver to that channel under positive crystal control. Ask your local Standard Electronics marine radiotelephone dealer for all the facts — or call the nearest Graybar Electric Co. office.



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Absorption Refrigeration

This Absorption System is the only refrigeration equipment specifically engineered and built to suit the rugged needs of the fishing industry.

Before you refrigerate consult our engineers. Let them prove that this Absorption System will SAVE SPACE, WEIGHT, MAINTENANCE and MONEY.

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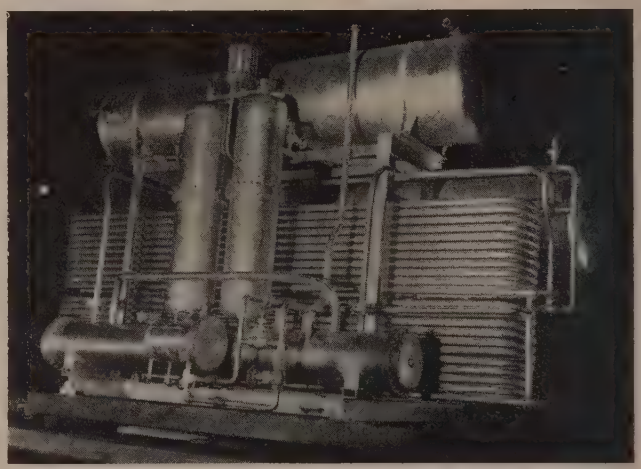
designed by GEORGE HENDERSON



The above photo is the package Absorption Unit ready for installation on the "NEVA".

CONSOLIDATED SERVICES, INCORPORATED

71 Columbia Street • Eliot 4119 • Seattle 4, Washington

THE DE LAVAL SYSTEM

centrifugal machines, head tanks heating devices and controls

PAYS OFF 6 WAYS!

Model AC-VO
"Nozzle-Matic" Separator for separating oil from press liquor

Model AA
Oil Purifier for dehydrating and purifying fish oil

1 Increased yield of fish meal
2 Higher protein content of fish meal
3 Increased yield of oil
4 Better quality oil having lower FFA and lighter color
5 Finished oil of maximum stability; can be stored indefinitely
6 Less floor space required

DE LAVAL PACIFIC COMPANY 61 Beale Street, San Francisco 5, California

DE LAVAL FISH OIL SEPARATORS

California Albacore Shipped to Canada

Real feature of the flush fall run of Albacore which was struck off Ft. Bragg this fall was where the fish went, rather than where they came from or their volume.

Principal purchasers of the Ft. Bragg Albacore were Canadian operators, who paid the fishermen $250 a ton for the tuna and had it trucked to British Columbia for canning.

This completely reversed the previous trend in the international tuna trade, which usually saw Canadian Albacore shipped into Washington and Oregon for canning.

During the fall buying agents for Canadian canners shipped tuna to British Columbia from as far south as San Francisco Bay.

1951 Seattle Boat Show Is Assured

Seattle will have a boat show in 1952. This was the news announced by the Northwest Marine Industries, Inc., sponsors of the annual exposition which has grown to be one of the outstanding boat and equipment shows in the United States.

Dates have not been set, but tentatively dates are open for either the week of February 9-16 or February 23 to March 1. It is almost a certainty that the show location will be the Field Artillery Armory, site of the recent shows. Official dates and location will be announced following the next general meeting of the membership in October, according to Moore McKinley, president of the Northwest Marine Industries.

President McKinley has announced his Boat Show Committee as follows: Mike Knox, Washington Boat Center, chairman; Guy Williams, managing director; Richard Crosby, Marine Journals, Miller Freeman Publications, promotion; Bruce Rutherford, A. J. Lilygren, Northwest Inc., and Jack Hickman, out-of-town contacts; Walter Lembke, Pacific Marine Supply, budget and finance; Edwin Monk, production and models; Warren Wolfe, Associated Transfer & Storage Co., moving and procedure; Latham Goble, Bryant's Marina, chambers of commerce and service clubs; John Hayden, Port of Seattle, publicity; A. V., Charles and Bruce Evans, Evans Engine & Equipment Co., space contracts, and Lorne Garden, show layout.

In announcing the above committee, McKinley stated that all 110 of the other members of the Northwest Marine Industries are on the Boat Show Committee.

N.F.I. In New Home

The National Fisheries Institute in October moved into its new headquarters, a 4-story building which it purchased last spring at Connecticut Ave. and DuPont Circle, Washington, D. C.

Dedicatory ceremonies were headed by Irvin Usen, chairman of the N.F.I. board, and Royal Toner, president.

Pacific directors attending the meeting were Henry Goodrich of the New England Fish Co. and E. T. Meakin of the Tamalpias Fishing & Packing Co.

Oregon Silver Escapement Rated Best in Years

"It is expected that the escapement of Silver salmon this year will be the largest in recent years, probably the greatest in at least 10 years," writes Arnie J. Suomela, Oregon fisheries director of the coastal streams in that state.

With the runs exceptionally good, closure of the Nehalem, Alsea, Coquille and Siuslaw Rivers for a week was ordered in mid-October to give assured seeding of all spawning facilities.

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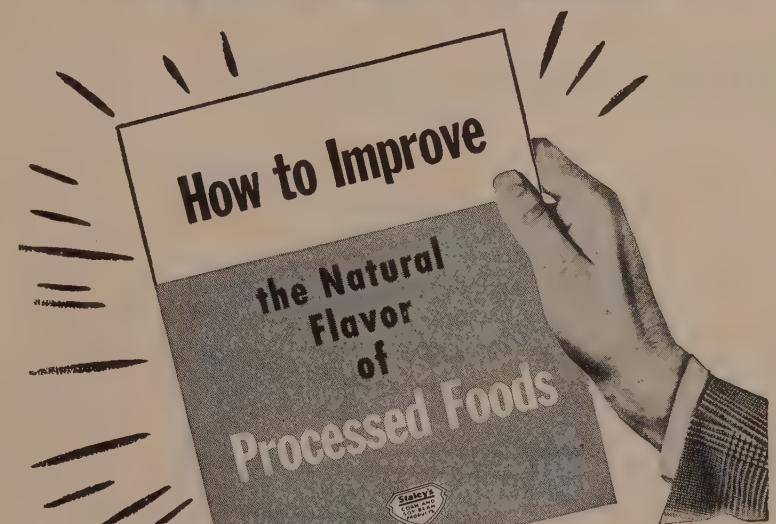

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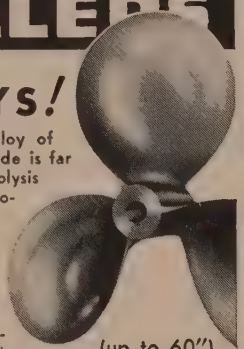

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These Monel discs took Usen Trawling Company "Off the hot seat"

These corrosion-resisting Monel seat discs end sticky valve troubles in air scavenger pumps on Usen trawler diesels. Shown here by Walter Crowningshield, of Pier Machine Company, Boston, Mass., who planned the lathe set-up for producing them inexpensively.

Maybe you've had the same kind of trouble Usen Trawling Company had...

One trip out and the valve seat discs in the diesel scavenging air pumps began to rust.

Then they would corrode and pit. Then they would stick—and cut down air intake. Piston chamber temperature would go up—operating cost would increase.

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Pier Machine studied the situation and suggested tough, corrosion-resisting, specially-straightened Monel® sheet as a disc material. It would be just as strong and heat- and wear-resistant, but it would never rust.

So the problem was solved. Solved so well, too, that Usen Trawling Company was able to buy the Monel discs for less than the discs they had been using. And now, Marine Superintendent Larry Rosen is saying, "There's no doubt about it; Monel discs will last indefinitely."

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The 1951 TURN TO TUNA On Atlantic and Gulf Coasts of U.S.

Competition from domestic tuna operations on the Gulf and Atlantic Coasts, although still negligible in volume and importance compared with that from Japan and Peru, made strides in 1951 which brought it sharply to the attention of thoughtful elements in the Pacific tuna industry.

Development of tuna operations in the United States outside the Pacific Slope in 1951 followed four distinct courses:

1. Bluefin tuna seining explorations off the New England and Nova Scotia coasts.
2. Atlantic Coast canning of frozen fish imported from Japan and Peru.
3. South Atlantic tuna seining exploration off the coast from Cape Hatteras to Florida.
4. Gulf of Mexico operations, where exploratory fishing is going along with cannery construction based on prospective supply from Pacific as well as Gulf of Mexico waters.

It might be mentioned that all of these developments save the second are being financed at public expense.

North Atlantic Seining Successful With Tuna

A comprehensive campaign of tuna exploration and fishing with commercial purse seine gear was carried out during the 1951 season by the *Western Explorer*, operated by the U. S. Fish and Wildlife Service. This is the vessel built in the '30s by the Western Boatbuilding Co., Tacoma, and taken to the east coast by Hervey Petrich in an effort to introduce Pacific purse seining methods there. Her fishing was ended by the war, and she was taken into the naval service.

The vessel made at least six trips during the summer and early fall of 1951, and all proved successful in taking tuna. Of particular interest is the fact that she took substantial quantities of Bluefin tuna in smaller sizes than generally expected on the Atlantic Coast. Some schools produced fish averaging about 30 lbs., and prime for canning. In other cases the fish taken averaged 250 lbs. or more.

The catch was marketed principally in Gloucester. Prices realized ranged from $100 to $200 per ton, depending of the size of fish, with the smaller sizes in best demand.

The exploratory program presumably will be continued next season, with gear and operations modified by 1951 experience.

After the main body of this article was written, news was received of highly successful fishing by the *Western Explorer*.

On the morning of Sept. 17, the vessel made a set on a single school of tuna some 50 miles east of Cape Cod, and just north of Georges Bank. The actual catch was estimated at 100 tons, but a large portion of it was released, as the vessel was not equipped to handle more than 60 tons at a time.

The full 60 tons of tuna was taken from the seine, consisting of prime Bluefin from 25 to 40 lbs. The catch was later distributed among a number of fish companies at bid prices ranging from $140 to $240 per ton.

At that time it was reported that wind and fog were handicaping scouting operations seriously, but that the exploration would be continued to the middle of October at least.

Atlantic Frozen Tuna Canning Makes Headway

At least six canneries on the Atlantic Coast have been engaged in tuna canning—several of them basing their business entirely upon imported frozen tuna, from both Japan and Peru—perhaps from elsewhere. Surprisingly, Norway is known to have offered frozen tuna in this country.

It is believed that the largest of these East Coast tuna operations to date is that of the Tilghman Packing Co., which George T. Harrison operates at Tilghman, Md., on the east shore of Chesapeake Bay southeast of Washington, D. C.

Frozen tuna discharged from steamers at Baltimore can be carried to the plant by water in a short time; or by truck from Philadelphia in a couple of hours. This established business, which also cans herring, mackerel, shad and roe; and freezes oysters, crabs and ready-to-heat specialties, is only an overnight truck run from a very large part of the population of the United States. Its canned goods, loaded into trucks at the end of the day, can be in the warehouses next morning of four out of the 10 largest cities in the United States—New York, Philadelphia, Baltimore and Washington.

"Atlantic Explorer" Takes Tuna Off Florida Coast

Working out of South Atlantic ports from Jacksonville, Fla., north to the Carolinas, the exploratory vessel *Atlantic Explorer* late in the summer sought and caught tuna. She is in command of Capt. Carl Carlson, who is widely known on the Pacific Coast. An Alaska salmon purse seiner, he joined the U. S. Fish & Wildlife Service some years ago and has been in charge of a number of exploratory and experimental gear projects, including: menhaden fishing with a Pacific-type purse seiner; shrimp trawling in Southeast Alaska; the *Pacific Explorer* operations in the tropics and Bering Sea; and the experimental and exploratory fishing program of the Pacific Oceanic Fishery Investigations out of Honolulu.

Early operations of the *Atlantic Explorer*, a purse seiner, were handicapped by the greeness of the crew, but Capt. Carlson succeeded in making catches of tuna ranging from 5 to 35 lbs. in weight. They were taken from 15 to 50 miles offshore, and from Fort Pierce, Fla., north to Cape Hatteras. Species of the tuna is not stated in reports available as this is written.

Capt. Carlson is quoted as pointing out that the exploratory work is barely testing a virgin fishery, but that early evidence indicates that the Atlantic tuna resource has commercial possibilities.

Gulf Coast Tuna Program Three-fold

There are at least three interesting aspects to current tuna developments in the Gulf of Mexico region.

One of these is the actual construction of a tuna cannery at Pascagoula, Miss., by West Coast interests who have long been identified with the building and operation of tuna vessels. This group has had a menhaden

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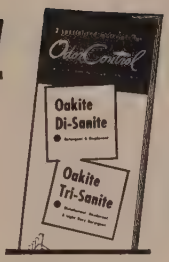

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plant in operation at that port for some time, and spokesmen of the group have disclosed active construction of a tuna plant.

Originally the plant was expected to receive its tuna supply from the Pacific, with clippers working west of Panama running their catches to the Gulf Coast—a shorter distance than to California. There also have been proposals that short-range vessels delivering to freezers at Panama could have their cargoes hauled either to California or the Gulf Coast by freighter, destination being determined by market price and demand.

Some recently constructed clippers have been announced as due to carry their fish to the Gulf Coast when canning facilities are available there.

"Large" Tuna Schools Found in Gulf

From time-to-time there have been reports of tuna schools sighted in the Gulf of Mexico, and some qualified observers have felt certain there was a latent tuna resource in the Gulf and Carribean waters.

This was at least partially confirmed this fall when the F. A. W. S. exploratory vessel *Oregon* reported sighting a "large school" of tuna of about 50 lbs. average weight. Location was about 350 miles due south of Pascagoula. Later, the *Oregon* saw a smaller school in the Gulf of Campeche.

Still later the *Oregon* found "large schools" of tuna which proved to be Yellowfin only 80 miles south of her base at Pascagoula. She was able to take a number of one-pole fish on trolling jigs, these being the only gear aboard—as the vessel was on a shrimp-scouting cruise.

It is announced that the *Oregon* next spring will undertake a full-scale tuna-seeking program in the Gulf of Mexico.

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Uncle Sam is free to get all the traffic will stand for his seal meal. His competitors, who sell such articles as fish meal and meat meal, can get no more than Uncle's wholly-owned O. P. S. thinks is right; but when Uncle sells his seal meal—U. S. being the only manufacturer — the sky's the limit.

Originally seal meal came under ceilings, but Uncle didn't like that; so he spoke to Mike, and Mike got out a special order which let Uncle's seal meal sales profit by all the inflation they could engender.

Phenomenal Long-Line Tuna Fishing Struck in Mid-Pacific

Phenomenal success in long-line tuna fishing was achieved by the Pacific Oceanic Fishery Investigations tuna research vessel *Hugh M. Smith* operating in the vicinity of Christmas Island in the mid-Pacific this autumn.

She took yellowfin tuna at the rate of 30 fish per 100 hooks, which is believed to be the highest rate of capture ever reported by a long-line fishing vessel—including the Japanese.

The *Smith* was testing the theory that tuna should be abundant in a certain zone lying between the equator and the counter-equatorial current where the ocean circulation system creates what is known to oceanographers as a "convergence." In convergences, the small sea life tends to collect, multiply and provide food for the large fishes such as tunas. The equatorial convergence usually lies several degrees north of the equator and shifts north or south from time to time, depending on the winds.

On this particular trip the *Smith* found the convergence between 1 and 6° north of the equator. Her long-line fishing averaged 13 tuna or about 1600 pounds per 100 hooks per day. The record catch of 30 per hundred hooks was made 360 miles east of Christmas Island, the nearest island.

For a given amount of fishing this area yields over four times as much tuna as any place regularly fished commercially by tuna long-lines, according to O. E. Sette, director of investigations. In Hawaii where this type of fishing is called flag-lining the catch averages slightly over 3 tuna per 100 hooks, while in the western Pacific south of the Caroline Islands where the Japanese have the best results, their average is also around 3 tuna per 100 hooks.

Mr. Sette writes:

"These Hawaiian and Japanese catching rates can support a commercial fishery only where fish prices are very high, as in Hawaii; or where fishermen's wages are very low, as in Japan. The newly discovered grounds may be good enough to give a fishermen's wage that is adequate by American standards and yet produce the tuna at low enough cost to use them for canning instead of restricting them to the high-priced fresh-market use. If so, there is a possibility of greatly expanding Hawaii's tuna industry by fishing the convergence zone about 1000 miles south of here. This would be only one-third as far as California tuna fishermen range from their home ports."

Rockfish Recipes Hit Product Promotion High

New high in fish recipe book effectiveness is set by "Adventures in Rockfish Cookery," prepared by Mrs. Margaret Lunning and Dr. E. W. Harvey of the Oregon Seafoods Laboratory, Astoria, and published by the Oregon State College, Corvallis.

Copies may be obtained by request from either agency.

The recipe book sets a new standard of effectiveness in that it is specific, in its objectives, and in approach to them.

The booklet seeks to stimulate use and appreciation of a little known but widely available Pacific fish product. It presents the many ways in which the rockfishes can be used—and it recommends nothing which has not been carefully tested and thoroughly proved.

Enlivened by sketches, "Adventures in Rockfish Cookery" carries none of the 4-color masterpieces of graphic reproduction which usually look better than the dishes which they picture taste.

Mrs. Lunning and Dr. Harvey have done a superb job of product promotion—as well as of recipe building.

Paper Protects Frozen Fish in Storage

A new use for kraft paper in fish packing has been developed by B. C. Packers, Ltd., at its Victoria plant.

In the frozen fish storage rooms it has been found that by covering the frozen fish with kraft paper improved storage conditions are maintained by reducing free circulation of air after the fish have been frozen.

In order to protect the fish from this variation in temperature and air circulation kraft paper was sealed tight against the wooden framework of the tiers on which the fish is packed for storage, frost being sufficient to effect the sealing.

Protected in this way it has been possible to hold tuna in storage for more than a year quite satisfactorily.

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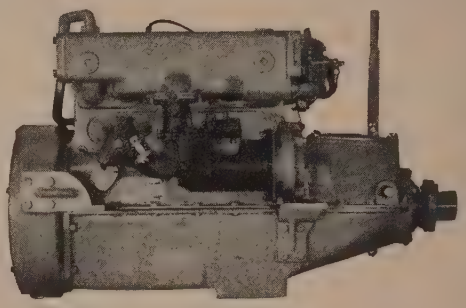

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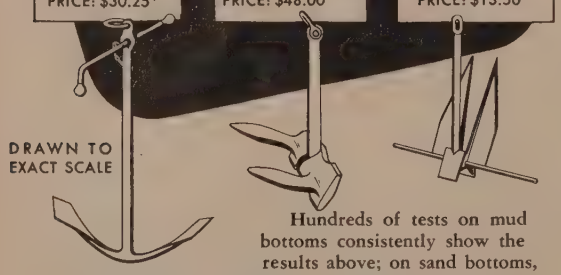

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Calif. Mackerel Pack Dropping Behind 1950

Mackerel fishing and packing was running behind last year in Southern California on October 1, as the majority of seiners turned to sardine fishing. To that date this year 42,485 tons had been delivered to the Los Angeles-Long Beach district (including Newport) against 44,555 tons last year. The pack was 693,388 cases against 753,447, same period, 1950. Last year's total for all of California was 1,393,563 cases, Pacific and Jack combined.

One of the reasons for the decline was the tremendous tonnage delivered in September, 1950. This was 11,637 tons, mainly Jack, for a grand total of 25,842 tons; 501,170 cases packed!

Mackerel market was firm to soft in early October. Talls, natural, were quoted, f.o.b. west coast at $4.75 to $5.00, Jack; Pacific: $6.25 to $6.50. The export item of ovals, t/s, was priced at $7.00.

Sardine Oil Trading Shows Strong Trend

Trading in California sardine oil got underway when the Southern season was only a few days old, selling generally being at 13¢ per lb., with resales at 13½¢. Offerings were relatively limited and the demand good. Although fishing was good, operators were paying fancy prices for fish and were canning every case they could get.

Last sales of Alaska herring oil prior to presstime were reported at 11½¢.

Average sardine meal at Los Angeles was worth $147.00 per ton, while Alaska herring was commanding an average of $158 at Seattle. Canadian herring meal was quoted at around $154, f.o.b. Vancouver.

Herb Mersich Dies

Death claimed one of the most widely known figures of the northern California commercial fishing industry when Herbert A. Mersich, Eureka, died there recently following an extended illness.

Mersich had been an active figure in the industry at Eureka for more than 30 years, and prior that had operated elsewhere on the coast. For a good many years he had been associated with A. Paladini, Inc. in their Eureka branch and during later years he had been chief buyer at Eureka for the Joe Balestrieri Company.

Damage to Salmon Will Become Matter of International Protest

If the Aluminum Company of Canada, now proceeding with a multi-million-dollar hydro-electric project in the Nechako lake system of British Columbia, fails to provide adequate safeguards to the fisheries resources in that area, members of the International Pacific Salmon Fisheries Commission will report to their governments, emphasizing the international aspects of the salmon conservation program and the apparent threat to its effective operation.

Senator Thomas Reid of Canada, chairman of the commission, told PACIFIC FISHERMAN that this course was suggested at the recent meeting of the commission at Horsefly, B. C. The senator said that he hoped a satisfactory arrangement would be worked out between the Canadian government and the Aluminum Co. and as a favorable indication said that Canada's Fisheries Minister R. W. Mayhew had called a meeting in Ottawa which would be attended by R. E. Powell, Jr., president, and McNeely DuBose, vice-president of the Aluminum Co. To present technical information as to the effect of the proposed damming of the Nechako canyon on the Francois Lake and Stuart Lakes Sockeye fisheries due to changing the water levels, Loyd A. Royal, director, and Milo Bell, chief engineer of the International Commission, went to Ottawa October 1.

The Commission meeting at Horsefly provided an opportunity for the commissioners to make an official inspection of the new salmon hatchery which is now operating satisfactorily. This plant is expected to be an important factor in rebuilding the Quesnel run of Sockeyes.

It was a full-day session, and the Commission heard reports from its biologists and engineers respecting various phases of the rehabilitation program. The next meeting will be held in December either in Vancouver or Seattle.

Mr. Bell's resignation as chief engineer as a sequel to his appointment to a post in the state of Washington was received but not finally disposed of as in the meantime he was continued as a consultant to the commission.

Ralph Marsh Shifts To California Fishery

Ralph Marsh, who for a number of years was West Coast manager for the Seaboard Fishing Company, with headquarters in Seattle, is now a partner with Mason Case in Mason Case & Company, operating at Moss Landing and Sausalito, Calif.

The company buys fish, largely troll salmon and Albacore, for the account of principals, and also mild cures troll salmon.

Mild curing centers at Moss Landing, in charge of Mr. Marsh, with his long experience in this specialized field of fish packing. Mr. Case makes his headquarters principally at Sausalito, from where splitters are trucked to Moss Landing for curing.

Mr. Marsh recently moved his family from Seattle to California, purchasing a home in Pacific Grove.

British Columbia Packers, Ltd., Vancouver, B.C., have purchased the equipment and machinery of the old Thomas sardine reduction plant at Moss Landing, which has been operated in the few past seasons by Wilbur-Ellis Co. The plant is now being dismantled and will be set up at Prince Rupert, B.C.

Phister Heads New Tuna Research Foundation

The California Tuna Research Foundation, newly-formed association of tuna packers, with headquarters on Terminal Island has chosen its officers. Montgomery Phister, vice president, Van Camp Sea Food Company, became acting director.

Albert Vignola, general manager, West Coast Packing Corporation was named chairman; W. Wade Ambrose, president, Westgate-Sun Harbor Company, vice chairman; James de Silva, manager, South Coast Fisheries, Inc., secretary; Joseph J. Bogdanovich, president, French Sardine Company, treasurer.

Immediate objective of the foundation is to employ a director of biological research to work in cooperation with others making tuna studies; to send an expert around the country to make a survey of the impact of imported tuna; also to send a man to Japan to make tuna studies there.

Later the foundation will formulate policies looking to an industry public relations and sales promotion campaign.

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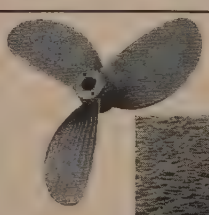

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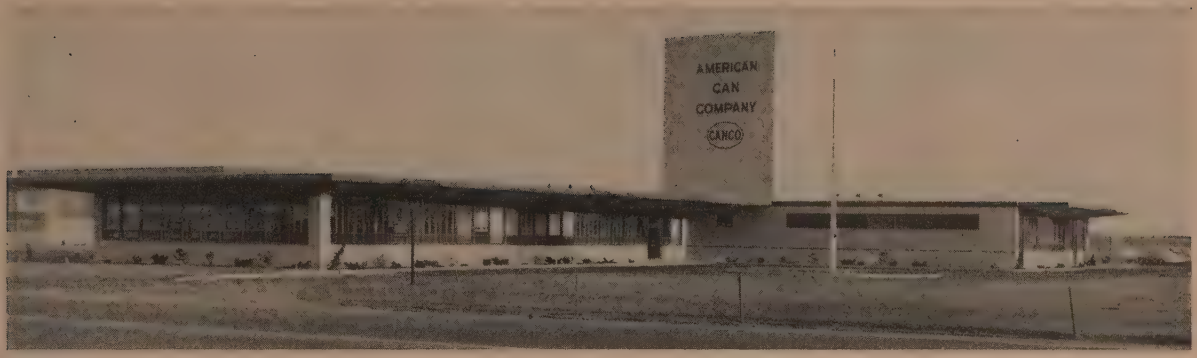

Here is a general view of American Can Company's new Harbor Plant at Wilmington, Calif., which was opened formally early this fall. The plant is classed with the most modern metal container factories in the world. Its rated capacity is 350,000,000 cans a year. In the beginning, it will manufacture mostly round and oval cans for Southern California's fish-packing industry.

American Can Dedicates New Plant Serving California Fish Industry

The American Can Company's new Southern California plant, located in the Wilmington district of Los Angeles Harbor, was officially opened September 28, by civic and governmental leaders and can company executives from New York and the West coast.

The plant, with a rated annual capacity of 350,000,000 containers, was built to meet the growing needs of the canning industry in Southern California.

C. W. Roberts, Canco's west coast vice president, who led the ceremony that started the can lines rolling, called the new plant "an important addition to the vital food packing industry of Southern California," and predicted a "bright future for the entire region."

R. K. Frederick, manager of the new plant, said production at first will be devoted almost entirely to cans for fish packers, especially the tuna fisheries centered at Los Angelus and San Diego.

"The popularity of canned tuna has grown at a phenomenal rate," Mr. Frederick said. "Forty years ago only 480,000 lbs. of tuna went into cans; now the total is 371,000,000 lbs. a year —almost an 800% increase." He also pointed out that 90% of all fish caught commercially by California fishermen go to market in cans.

"Our new plant will offer the finest and most specialized container service than modern engineering and research can provide," he added.

Following dedication ceremonies and an inspection of the plant, a luncheon was given at the Jonathan club, Los Angeles, T. E. Alwyn, Canco vice president in charge of sales, joined with Mr. Roberts in discussing the company's plans for California. Other American Can Company executives participating included:

R. L. Eddy, assistant to the vice president; A. C. Staley, manager of sales; A. T. Augensen, manager of manufacturing and W. O. Eldridge, manager engineering department, all Pacific Division; Alexander Black, Southern California district sales manager, and G. T. Bergstrom, manager of Canco's metal and fiber container factory in the Vernon district of Los Angeles.

On Thursday, September 27 a preview of the new plant was held for fish packers, followed by a cocktail party and buffet at a Long Beach hotel. This was attended by many cannery executives from both the Los Angeles-Long Beach and San Diego districts.

Following the official opening, was "family night" for Canco employees and families and on Saturday by an open house for the general public, these functions attended by more than 5,000 people.

Executives of American Can Company at dedication of the new plant and a preview of the opening, given for fish packers of the Los Angeles-Long Beach and San Diego Districts. Left to right: T. E. Alwyn, vice president, charge of sales, New York; A. C. Staley, Jr., manager of sales; A. T. Augensen, manager of manufacture; Robert C. Stolk, sales division manager, all Pacific Division, San Francisco; Alexander "Sandy" Black, district sales manager, Los Angeles; O. H. Cary, assistant district sales manager, Los Angeles; Robert L "Bob" Eddy, assistant to vice president, San Francisco. Absent was C. W. Roberts, Canco's west coast vice president, who hurried into Los Angeles to appear on a television program.

Chiappe Succeeds Styris

Anthony S. Chiappe, president, Lower California Fisheries Association, has been installed as head of the Harbor Association, San Diego, succeeding Herb Styris, Nuttall-Styris Company, who was recently killed in auto accident. Arno Mueller was named vice president, as successor to Bates Harper, who recently resigned as manager of Van Camp Sea Food Company's San Diego plant.

Paul Alsop, for many years with the Pittsburg, Calif., and San Francisco operations of F. E. Booth Co., Inc., has been appointed plant superintendent at the Long Beach plant of the company. *Fred Visnow*, who has been in charge of boiler operations for years with the Booth company, has also been transferred to the Long Beach plant.

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John Sestich Specializes In Being High-Liner

John Sestich, who owns the *Arlene S*, formerly the *Titanic*, was born in Anacortes, but returned with his family to Yugoslavia when he was five years old. He came back to the United States when he was 20 to become one of the most successful of Pacific Coast fishermen and has fished out of most Pacific ports. He's a leader in production and in improved fishing gear.

In recent years, after settling in San Pedro, he has concentrated on full-time tuna fishing with the *Arlene S* and has become a high-liner, both in tonnage and in number of trips completed. In 1951 he completed his first far-ranging tuna voyage in January, delivering another fare in March, another in April, again another in June, with his last trip, thus far, in September.

Before fishing the *Arlene S.*, named for his daughter, Sestich had the *Conquest* and the *Stranger*.

Sestich is a pioneer in new fishing methods and gear and recently became interested in a shark repellant which he declares is the most effective material he has ever used. He has carried the chemical in solidified cakes aboard the *Arlene S* for several years. The repellant, he says, was developed during World War II to keep sharks from attacking fliers downed at sea. Damage to netting due to attacks by sharks while fishing tuna is a considerable item in the purse seine fleet.

He was one of the early users of wire purse lines in the tuna fleet, rigging his gear with Wickwire steel purse line, from which he draws long, smooth service.

"Arlene S" is one of the most productive tuna seiners out of San Pedro. She has completed five trips by fall of 1951, delivering considerably more than 500 tons, and may yet again sail for tuna before the end of the year. Captain Sestich, her owner, uses Wickwire wire rope for his purse line and declares it gives him satisfactory service, and that its long-wearing qualities have accounted for many a successful tuna set and completed haul. The use of wire rope for purse lines is now almost universal in the San Pedro fleet. "Arlene S" was built in San Francisco, is 96' long and was recently equipped with a Marine Radio Compass, automatic direction finder.

College Student Trollers Head Back to School

Many of the young fellows operating trollers out of Newport, Ore., are college students and they have been tying their boats up and starting back to school. Among these are the *Sea Spray* and the *Ida*. The *Betty K* was to follow later.

Cliff Avery brought his *Advance* in from California, with 9 tons of tuna and Alf Anderson brought his *Lila M* in from Frisco with 1900 fish (tuna). He announces that his boat is up for sale as he is retiring from fishing and will operate tourist cabins he has purchased in the vicinty of Miranda, Calif. Alf has been fishing along the west coast for the past twenty-five or thirty years and is well known by all the old time fishermen. He had an operation in Eureka recently.

Laminated Oak Frames Used in B .C. Vessel

One of the larger seiner-packers to be built in 1951 in British Columbia is an 80' job for Joe Gregory and Nick Bordevich. She is powered with a 260-hp. Washington diesel heavy duty engine, one of the first of this type to be installed in Canada.

The vessel was designed by Robert Allan, Vancouver naval architeet. The chief departure from standard construction is introduction of laminated bent oak frames consisting of two layers of 2" oak providing a 4 x 4½" frame. Use of laminated frames isn't entirely new by any means, but it's the first time it has been applied in British Columbia in many years.

New Humboldt-Crabber

New addition to the Humboldt Bay crabbing fleet this winter will be the newly built *Liz L*, which was launched recently at Trinidad Bay.

The new craft was built by Andy Lenon, who at present is fitting her out for the coming season. Construction supervisor was Irving Hendrix, of Trinidad.

The *Liz L* is a 46-footer with a beam of 14', drawing about 5'3". It has a live tank capacity of 25,000 lbs. of crabs, and will be powered with a GM diesel.

Grays Harbor Gillnetters Study Co-op Marketing

Grays Harbor gillnetters took first steps early this fall to form an association or co-operative to ship their catches directly to markets.

A committee of five fishermen was set up to study methods of forming the direct shipment association. Members of the committee are Walfred Hendrickson, Arvo Kari, Ted Phillips, Andrew Niemi and Marme Rauhala.

They said the decision to try to work out a plan of direct shipments was made because of dissatisfaction with local prices and market conditions. At the time the plan was announced, Harbor gillnetters were being paid 18¢ a pound for Chinooks as against 25¢ last year.

They pointed out that on the Columbia river Chinooks were bringing 32½¢. The Columbia gillnetters, declared the Harbor fishermen, have had an increase since last year but on Grays Harbor prices were cut. Yet netting and other fishing costs have increased sharply.

Dominic Accetta, San Francisco has repowered his hook-and-line boat with a Chrysler Crown, purchased from Boicelli & Boss, Fishermen's Wharf, San Francisco. Dominic is a well known Alaska fisherman, too, having fished for Red Salmon Co. for the past 20 years.

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David S. Cameron, former fisheries inspector in British Columbia, who held a Canadian record for passenger air miles, died at his home in Alert Bay, B.C., recently. He was with the provincial police before entering the fisheries service of the Canadian government in 1924. As a fisheries inspector he was one of the first on the coast to direct air patrols and many of his pilots became famous military flyers in World War II. He retired in 1933 and went to live at Alert Bay.

STATEMENT OF THE OWNERSHIP, Management, and Circulation required by the Act of Congress of August 24, 1912, as amended by the Acts of March 3, 1933, and July 2, 1946 (Title 39, United States Code, Section 233).

Of Pacific Fisherman, published monthly except in January when published semi-monthly, at Los Angeles, California for October 1, 1951.

State of Washington, County of King,—ss.

Before me, a notary public in and for the State and County aforesaid, personally appeared Miller Freeman, Jr., who, having been duly sworn according to law, deposes and says that he is the Business Manager of the Pacific Fisherman and that the following is, to the best of his knowledge and belief, a true statement of the ownership, management, etc., of the aforesaid publication for the date shown in the above caption, required by the Act of Congress of August 24, 1912 as amended by the Acts of March 3, 1933 and July 2, 1946 (Title 39, United States Code, Section 233) printed on the reverse of this form to wit:

1. That the names and addresses of the publisher, editor, and business manager are:
   Publisher: Miller Freeman, 71 Columbia St., Seattle 4, Wash.
   Editor: DeWitt Gilbert, 71 Columbia St., Seattle 4, Wash.
   Business Manager: Miller Freeman, Jr., 71 Columbia St., Seattle 4, Wash.
2. That the owners are Miller Freeman Publications, Inc., 71 Columbia St., Seattle, Wash.; Miller Freeman, Miller Freeman, Jr., William B. Freeman, W. E. Crosby, L. K. Smith, Harry P. Cain, 71 Columbia St., Seattle, Wash.
3. That the known bondholders, mortgages, and other security holders owning or holding 1 per cent or more of total amount of bonds, mortgages and other securities are: none.
4. That the two paragraphs next above, giving the names of the owners, stockholders, and security holders, if any, contain not only the list of stockholders and security holders as they appear upon the books of the company but also, in case where the stockholder or security holder appears upon the books of the company as trustee or in any other fiduciary relation, the name of the person or corporation for whom such trustee is acting, is given; also that the said two paragraphs contain statements embracing affiant's full knowledge and belief as to the circumstances and conditions under which stockholders and security holders who do not appear upon the books of the company as trustees, hold stock and securities in a capacity other than that of a bona fide owner; and this affiant has no reason to believe that any other person, association, or corporation has any interest direct or indirect in the said stock, bonds, or other securities than as so stated by him.

Miller Freeman Jr., Business Manager
Sworn to and subscribed before me this 24th day of September, 1951.

G. E. Delaware
(My commission expires May 20, 1953.)

LINES and LEADERS

P.F. Advertising Sells P & L Reduction Plants

P & L Welding & Machine Works, Anaheim, California is installing its fish-meal reduction plants and equipment throughout the United States and the world. According to K. S. Lanker, general manager, much of the success of its worldwide acceptance of its specialized reduction equipment, can be credited to its consistent advertising in PACIFIC FISHERMAN.

Currently the firm is installing complete reduction plants and specialized equipment at widely separated locations, as well as in Pacific Coast and Canadian fish plants.

Three complete plants are going in at Walvis Bay, South Africa, including the famed Air Lift Drier, for United Fisheries; another at the same location for West Point Fisheries; another for British South Africa Company, South Rhodesia.

An interesting installation of a laboratory model, P & L Air Lift Drier, 200 lbs. an hour output, is going to Norway for Technical Whaling Research Committee, Bergen. This is to go on a whaling ship for experimental work this winter in the Antarctic.

Frank Chambers Dies

Frank R. Chambers, 69, who died after a short illness in Seattle, recently, was a sales representative in the Pacific Northwest territory for the United States Printing & Lithograph Co. His headquarters were in Seattle. He spent practically his entire business career in the label industry and had been with U.S.P.&L. for almost 43 years, all of which was spent in the Seattle and Northwest territory, where he was widely known and respected in the canning industry throughout the Northwest.

Ac'cent Names Frank Hickey So. Calif. Sales Manager

Frank Hickey, former sales representative for Ac'cent (pure monosodium glutamate) in Philadelphia and surroundings, has been appointed sales manager for Ac'cent in Southern California. The appointment, presented as "a promotion for outstanding sales work in Philadelphia," was announced by George B. Hamilton, General Sales Manager of Amino Products Division, International Minerals & Chemical Corp.

Mr. Hickey has been associated with the selling and merchandising of food products since 1918, and has worked with such well-known firms as Kraft, Beechnut and Bordens.

As sales manager for Southern California, Mr. Hickey's activities will be under the direction of E. G. Freeman, Western Division Manager. He will make his headquarters at 1250 Wilshire Blvd., Los Angeles.

Plymouth Cordage Chairman Dies

August P. Loring Jr., chairman of the board of the Plymouth Cordage Co., died in October at the age of 68. He had been a director of the company since 1913, and served as its president from 1939 to 1942.

He was a great-great-grandson of one of the founders of the house.

Howe Scale Co. Names New S. W. Sales Manager

Appointment of Lierd E. Grant as branch manager for the Howe Scale Co. at 1237 East 8th St., Los Angeles, was announced recently by Richard F. Straw, the company's vice president in charge of sales at Rutland, Vermont.

Grant will also continue as manager of the San Francisco branch where William J. Tucey has been appointed assistant branch manager.

Grant will supervise sales and service activities for Howe scales and hand trucks in Southern California, Arizona, western New Mexico and the El Paso region of Texas.

P & L Transmission Firm Specializese in Fish Plants

P & L Transmission Corporation was recently incorporated as a subsidiary of the P & L Welding & Machine Works, Anaheim, California, manufacturers of fish-meal reduction equipment. Address is 517 E. La Palma, adjacent to the main plant.

The new concern will specialize in a complete line of transmission equipment over a wide range of industry, including fish-packing and reduction plants. It will specialize in the use of Sterling electric motors for all its installations.

President of the firm is K. S. "Kenny" Lanker; vice president is Charles H. Palser, and secretary-treasurer, C. V. Chambers. In P & L Welding, Palser is president, with Lanker, secretary-treasurer and general manager.

A. M. "Gus" Walker has been named marine engine manager, Engine Sales & Service, Terminal Island, handling Chrysler marine engines. Walker was branch manager, Atlas Imperial Diesel Engine Company in Astoria from 1939 to 1945, and was recently associated with Oswald Machine Works, San Francisco. Engine Sales & Service also sells and services Murphy, P.&H., and Witte diesel engines. Head of the firm is *Emil Riutta.*

Jack Repp, purchasing agent with F. E. Booth Co., Inc., San Francisco, for many years, has been transferred to the Long Beach plant as office manager. *Stanley Kerley,* for many years with the San Francisco Sardine Association, has been appointed to take Mr. Repp's place as purchasing agent in San Francisco with the F. E. Booth Co., Inc.

The many friends of *Henry Lunardini,* 67, member of the staff of Shore Line Diesel Maintenance, Fishermen's Wharf, San Francisco, were shocked to learn of his sudden death last month from a heart attack. "Pop" as he was known on the Wharf, leaves his wife and his son *Walter Lunardini,* partner in the firm.

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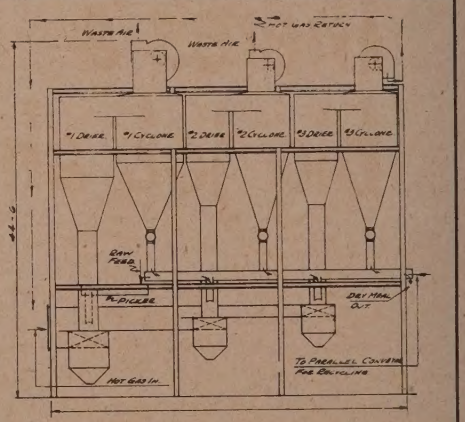

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★ STAY-TITE WATERPROOFING—for canvas and fabrics.
★ RUSTGO—Rust Remover.

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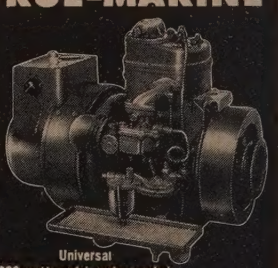
STAY-TITE PRODUCTS CO., Dept. PF, 3107 Detroit Ave., Cleveland, 13, O.

UNIVERSAL TRUE-MARINE Electric Plants

For safest, most satisfactory service, get a Universal *True-Marine* Electric plant. Gasoline and diesel-powered models from 250 watts to 35 KW., AC and DC—for the right model for your boat. Write for catalogs.


Universal
600 watt model, water-cooled.

Universal Motor Co.

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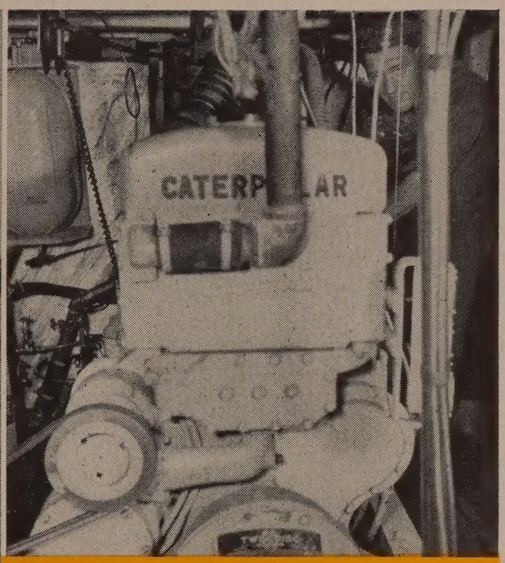


Ed Martel, Friday Harbor, Washington, wasn't guessing when he powered his 44½-foot purse seiner *Denny M.* with his "Cat" D318 Diesel Marine Engine. He'd worked other boats that had "Cats"—he knew their performance. The *Denny M.* fishes in 265 fathoms for sockeye salmon. Average catch—2,000 fish.

There's a big job ahead

How your engines stand up has a real bearing on America's fight to be strong and free. It is estimated that more than 2 billion pounds of fish are needed from Pacific Coast and Alaskan waters for our country's food supply this year. We're entering a period when marine equipment must deliver or else!

Look at the engine field. Military and Defense Rated Orders are taking their share of "Caterpillar" production. Shortages of steel and other materials make it still more difficult to supply all the new engines required. This means that *present equipment must be kept in use.*

"Cat" Diesel Marine Engines are built to handle the rugged duty that goes with fishing. They use non-premium, low-cost fuel without fouling. Their full advertised power is delivered at the propeller, and they're engineered to serve you long and faithfully. *How* long is up to you. Good care pays off in longer wear.

You can add many hours to engine life if you follow sound maintenance practices. Anticipate your parts needs. Talk it over with your "Caterpillar" dealer. His competent opinion, staff of mechanics and fast dockside service are always available to help you keep your engine in top-notch condition.

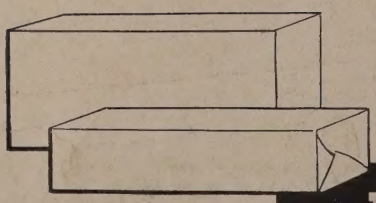
CATERPILLAR, San Leandro, Calif.; Peoria, Ill.

You're the Doctor

Don't let your engine overheat. Maintain the cooling system, keeping it free of scale, rust and sediment. Use soft or treated water and, when freezing temperatures exist, protect your engine with anti-freeze. Clean the heat exchanger periodically, removing foreign matter from the core by brushing or washing. Use chemical flushing solutions. Prevent engine troubles which come with overheating. Consult your Operator's Instruction Book.

CATERPILLAR
REG. U. S. PAT. OFF.
DIESEL
Marine Engines

CAST A NOSTALGIC TEAR FOR YE OLD CRACKER BARREL



Ah, the good old days! Or, were they? Today, crackers are sold in dust-proof, moisture-proof (yes, and cat-proof!) cartons . . . in the West, largely supplied by FIBREBOARD.

FIBREBOARD PRODUCTS INC.

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16 PLANTS ON THE PACIFIC COAST